

Official and Classified ADVERTISEMENTS

Continued from page 18

PUBLIC NOTICE

POLYFORMS

BRIDPORT GUNDRY LTD. will now be acting as agents for the well known 'POLYFORM' inflatable buoys, fenders and rollers in SCOTLAND

Further information can be obtained plus details of other products, many at reduced prices by contacting: **BRIDPORT-GUNDRY LTD.** 3 Wilson Street, Peterhead, Aberdeen. Telephone: Peterhead 4885 Free catalogue available. See us at the Aberdeen Exhibition — Stand D 14

OFFICIAL NOTICE — PROPOSAL TO CHANGE A SHIP'S NAME.

J. H. D. Claxide, of the Colne Fishing Company Ltd., 85 Castle Street, Luton, Bedfordshire hereby gives notice, that in consequence of change of Ownership, I have applied to the Department of Trade, under Section 47 of the Merchant Shipping Act, 1924, in respect of my ship 'BOSTON TRISTAR' of Lowestoft, Official Number 302623 of gross tonnage 433.55, of register tonnage 141.55, theretofore owned by Lays Steam Trawler Co. Ltd., of St. Andrew's Dock, Hull, for permission to change her name to 'ST. MARK' to be registered at the port of Lowestoft in the said new name as owned by the Colne Fishing Company Ltd. Any objections to the proposed change of name must be sent to the Registrar General of Shipping and Seamen, Lantant road, Llandaff, Cardiff, within seven days of the appearance of this advertisement. Dated at Lowestoft this 26th day of August, 1976 G. D. Claxide.

SERVICES

EAST COAST DIVERS St. Andrews. Telephone: 3720 — for all under water work.

SAND and grit blasting service, we blast anything, go anywhere. Telephone anytime 01-254 4028 (London).

SITUATIONS WANTED

YOUNG man 21, wants to work on a fishing vessel, some experience at sea and not afraid of hard work. Write please to 3 Waterloo Road, Shrewsbury, Essex.

SKIPPER requires to hire on share basis MFV over 50hp. and up to 50 tons, rigged for trawling, engine no less than 180hp. Box No. 309.

VESSELS WANTED

WANTED boat 35ft/36ft. for short haulage, up to 27,000, photo preferred. Box No. 302.

WORKBOAT WANTED preferably rigged as purse seine skiff workboat, overall length not more than 7 metres, propulsion single or twin diesel, total power approx. 100 hp. Full details and price to White Fish Authority, Industrial Development Unit, St. Andrew's Dock, Hull HU3 4QE.

WANTED stern trawler potter, about 34ft, steel or wood, must be excellent condition, Gardner engine preferred, state equipment and price. Box No. 298.

WANTED MFV's about 75ft, not more than four years old. Full details with general arrangement, drawing or photo essential with price and availability to Brokerage Department, Kemps Shipyard Ltd., Quayside Road, Southampton.

GOOD price paid for quality built and equipped Scottish Trawler/Solner, 48ft/50ft, Gardner or Kelvin, not more than 15 years old. Telephone 0726 842321 immediately.

WANTED MFV 57ft/64ft, overall must be sound with good engine. Write D. Seago, 300 Hurley Road, Chislehurst, Essex. Telephone: Chislehurst 66128 evenings or weekends.

WANTED 26ft. to 35ft. Fishing Trip Boat, £1,500 to £3,000. Must be in good condition throughout. Telephone Sturcross 490 (Devon).

MB approx. 38ft. x 12ft. x 3ft. suitable passenger and fishing gear, price and particulars to Box No. 310.

WANTED 50/55ft. MFV 95/150hp, £3,500 for sound vessel less than 20 years old. Box No. 312.

MARINE SURVEYS

SEA SURVEYS, 25 North Road, Bristol BS4 6AD. Prompt professional surveys, valuations and advice on new safety and stability rules. All types, anywhere. Bristol 43322. 124 hours.

Death collision 'engineer drunk'

A FEW hours before Aberdeen's *Venturer* rammed another Aberdeen trawler, *Ben Tarbert*, the man in charge of the engines was said to have drunk a half bottle of whisky and two or three cans of beer. This was stated at Banff Sheriff Court this week.

The second engineer of *Aberdeen's Venturer*, William Cormack (35), and his skipper, John Morrice, are appearing on trial on a charge of culpable homicide following a collision between the ship and *Ben Tarbert*, off the entrance to Peterhead Bay last November.

Two men on *Ben Tarbert*, second engineer George Lemmon (54) and deckhand John Greig (50) died when she sank.

Cormack and Morrice are each accused of gross recklessness, neglect of duty. Morrice denies that he failed to ensure his engines were completely manned and that he failed to advise his chief engineer when his telegraph was not obeyed or that he failed to alter course or abandon his plan to go alongside *Ben Tarbert*.

Cormack, who also denies the charge, is accused of taking up watch in the engine room while under the influence of drink and failing to respond to orders from the bridge.

Both men also deny committing the act which was likely to cause destruction to their boats and injury to

members of the crew contrary to the Merchant Shipping Act (1970).

Cliff Humphrey (25), mate of *Aberdeen's Venturer*, told the jury how he travelled in a taxi to Aberdeen with Cormack, he said. "He was taking the drink in the car, he had a half bottle of whisky and three or four cans of Export. He drank most of it."

Mr. Humphrey then told how, as they were about to manoeuvre alongside *Ben Tarbert*, several orders were telegraphed down to the engine room without response.

He said: "As the distance between us closed, the skipper rang slow ahead or stop on the telegraph. There was no answer. We were about a mile off *Ben Tarbert*."

"We both looked at the telegraph, and I passed a remark like 'come away Tom' or something like that."

He thought that the chief engineer, Tom Brown, was in the engine room. He then went on: "I gave the telegram a double ring, either slow or stop, there was no answer again. I rang the telegraph again and it was answered, the engine slowed down."

"They were about half-a-mile off the other trawler, then the skipper rang half astern, or slow astern, or full astern, but nothing happened," he said.

"Then he gave the telegraph a ring for half astern. He then swung the wheel hard to starboard, but because the engines had been stopped the boat was slow to answer. We hit *Ben Tarbert*," he said.

As the other boat began to sink, Mr. Humphrey dived fully dressed into the sea and dragged *Ben Tarbert's* mate, Polish-born, Boguslaw Kluzniak, to safety.

Although the engines had been stopped, Mr. Humphrey said the boat was still travelling at a good speed when it struck *Ben Tarbert*. Earlier in his evidence, Mr. Kluzniak

SMACK RACE

From page 5

Kate, with *Hymacynth* a very close pursuer into 4th place. When all the smacks were assembled they were locked into St. Katharine's Dock. Many of the craft ran their bowsprits in (and very smartly too), but even so some had to wait outside in the river for a second lock. The first lock took an uncommonly long time to reach a level, considering the state of tide.

The reception was held in the Yacht Club at St. Katharine's, where the crews enjoyed systems, sandwiches and Guinness under better conditions than in previous years, when the reception had been held at Billingsgate.

The smacks also had a safe place to lay overnight, and did not have to consider Tower Bridge opening time when getting away.

Although Billingsgate is the more appropriate place for the reception, St. Katharine's has a number of practical advantages, and it is to be hoped that it will be possible to hold future receptions in this old dock, now a marina, and to berth the craft there.

Air Commodore Vaneke of the Fishmongers' Company presented the first prize, an ornate Victorian trophy on loan from the Fishmongers' Company which is held by

Two die in fire

TWO MEN died early on Sunday morning when the cabin of their fishing boat filled with smoke while berthed in Fraserburgh. It is believed the two men, Ian MacDonald (29) engineer, and Roderick McLean (29) cook/deckhand, fell asleep while watching television and failed to notice the smoke.

Trevor Summers (17) tried to save the men when he noticed smoke billowing from the boat *Ocean Venture*, as he walked past. He ran aboard and started shouting but got no reply, then he tried to get inside but there was too much smoke.

Trevor Summers then tied a burning rag to the boat to attract the attention of someone in the watch but and then set off to get the fire brigade.

Skipper of *Ocean Venture*, Gill Summers, says he has no idea what happened, but believes they fell asleep while watching the late night film on TV as they made no move to get out.

A police spokesman said they were investigating the cause of the fire. There were no suspicious circumstances.

EEC MOVES TOWARDS 30-MILES

EXCLUSIVE fishing rights up to 30-miles in special areas are to be considered by the EEC. Although this falls far short of demands by British and Irish fishermen, it is an improvement on the 12-mile coastal zones which most of the community members have been insisting on.

This new thinking has emerged from a group of EEC fisheries experts who have been meeting through the summer break to draw up plans for a new policy. This will be needed when international fishing limits are

certain to go out to 200-miles. The failure of the Law of the Sea Conference also looks like accelerating an EEC decision to announce a 200-mile limit, which could be in force by January 1. A declaration of intent is expected from the EEC by the end of the month.

Faced with strong British and Irish opposition to 12-mile exclusive zones, the Commission's fisheries experts are now reported to be prepared to concede special areas up to 30-miles out.

Whether the Commission members, and finally member Governments, endorse the advice of their experts remains to be seen. Strong opposition to such a move would be expected from France and Germany.

The early announcement of a 200-mile limit by the EEC is of vital importance to the British deep-sea trawling industry.

In November the agreement with Iceland runs out and access into EEC waters by the Iceland fleet would be a vital negotiating point in constructing a new agreement.

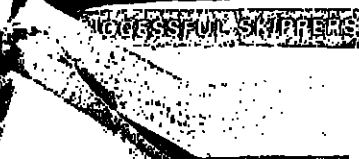
Breakfast with 'Ted'

AT ONE TIME TV star David Frost was famed for meeting well-known personalities over breakfast. Now, it seems he is being superseded... by a Scottish skipper.

Before he opens *Catch '76* in Aberdeen next Wednesday, former Prime Minister, Ted Heath, is to have breakfast with Anstruther skipper, David Smith, on board his new seine netter, *Argonaut IV*.

Always very Conservative, Mr. Heath's breakfast order: just two boiled eggs.

Pat O'Driscoll



September 10, 1976

Sales & Service
RAINHAM TRADING
ESTATE
DOVERS CORNER, NEW
ROAD, RAINHAM, ESSEX
Tel: Rainham 53355



Catch '76 72-page show number

CATCH '76, Scotland's major fishing show, opens in Aberdeen next week. In this, the biggest ever issue of *Fishing News*, we take a look at some of the equipment which will be on display.

In addition to the latest news, views and developments in Scotland, we describe three new vessels to join the fleet including the 80ft. steel seiner-trawler *Marigold* (left), which is putting in a demonstration call at Aberdeen during the show. She will be available for inspection on September 18 and 19.

Lowestoft scheme at half-way stage

A £3 MILLION scheme, designed to make Lowestoft one of the most up to date fishing ports in Europe is now entering its second stage.

The project will modernise the landing quays, service roads and auction processing premises as well as improving the berthing facilities to the Hamilton Dock for the in-shore fleet.

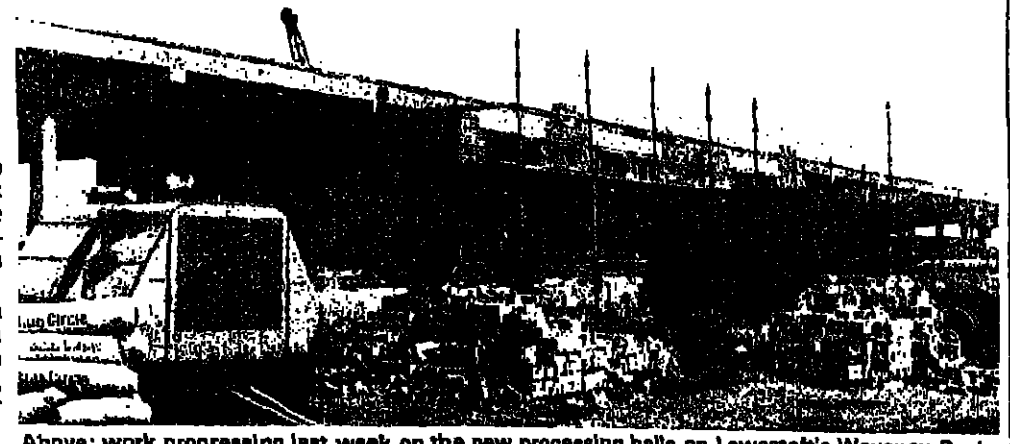
The first part of the scheme — major sea defence works — the harbour entrance and the coastguard station — cost about £300,000 and was completed last year.

A new welded steel caisson for the dry dock, replacing a wooden one which had been in use for over half a century, was also provided in the inner harbour.

The second stage includes a substantial amount of steel piling along the edge of the trawl dock and Waveney dock, widening and strengthening the service roads, new auction halls and processing buildings on the south side of the Waveney dock.

The scheme was first announced in 1973. At that time the docks manager, Bob Tiven, said the harbour docks were built mostly between 1850 and 1902 "primarily to meet the needs of the herring fishing."

"But the whole pattern of fish catching and handling has changed completely over the years," he said. "Several years of careful study and planning have gone into the scheme — it is badly needed and shows our faith in the future of the fishing industry at Lowestoft."



Above: work progressing last week on the new processing halls on Lowestoft's Waveney Dock.

UNDERSEA CABLES

From page 7

Post Office's Marine Division, who has responsibility for cable protection, emphasised that foreign beamers are the principal breakers of cables.

However, scalloping gear is another threat, and he was hoping to arrange a meeting with Newhaven-based scallop trawlers to explain the hazards of catching a cable, as a new cable was recently laid in the area between Cuckmere and Couselets, France.

Mr. Aitken said that routes are carefully surveyed in the hope of avoiding fishing grounds, but fish breeding

grounds can change and move to the vicinity of a cable.

Mr. A. Fulton, chief cable officer of *Monarch*, told *Fishing News* that about the end of April, while engaged on a repair to the Covehithe area check-a-block with plankton. This attracts fish and fish attract trawlers — and is probably one of the reasons for the high incidence of faults in this cable.

Some cable aboard *Monarch* was 1.47m diameter cable, which looks rather like a hose. It has a maximum bending radius of 31 metres and a breaking strain of about 40 tons. Catch that in your gear and you're in trouble.

Try and cut it free and the electrical charge could cause you to disappear in a cloud of smoke.

The solution is not to catch it. With the aid of the special charts provided, it is possible to keep clear of cables. If you snag one, the Post Office asks that you slip your gear (with a buoy on it to mark the spot) and report the fact to them.

You will then be compensated for its loss, although compensation is limited to the value of the gear. However, this is all that can be really assessed, for although you could have lost a load of prime fish, it could equally have been a net full of rubbish!

EEC fund: last date

A REMINDER has been issued by the Ministry of Agriculture, Fisheries and Food to prospective applicants for grants under the 1977 assistance programme from the EEC FLEGA fund.

The closing date for receipt of applications in the appropriate departments is November 22, 1978.

Applicants in England should write to: MAFF, General Agricultural Policy Division II, 49/53 Parliament Street, London SW1A 2NL. For Wales: MAFF, Welsh Department, Plas Crag, Aberystwyth, Dyfed, SY23 1NG. For Scotland or Northern Ireland: contact the appropriate Agricultural Department in Edinburgh or Belfast.

Two distant water trawlers landed for the Hull market on Monday and both grossed over £50,000.

BUT's *Portia* (Skipper T. Grewar) made £53,737 for 2,043 kits caught in a 23 day trip to the Icelandic coast, and Boyd Line's *Arctic Cavalier* (Skipper P. Garner) made £51,034 for 2,110 kits.

Doggers swing into action

GOOD RETURNS FROM MANX GROUNDS

CHASING the dogs off the Isle of Man proved a useful exercise for the 102ft. Fleetwood side trawler *Boston Sea Hawk* last week.

The 23-year-old vessel, commanded by Skipper John Brackenbury, went searching for the shoals in the latter stages of the Manx herring season.

The vessel was at sea for 10 days before returning with 510 kits, including more than 400 of dogs, which sold for £7,963 — her biggest grossing since arriving at the port from Aberdeen.

There was also a good grossing for another former Scottish trawler, *Granton Osprey* (Skipper D. Noble). She worked the Scottish grounds before returning with 281 kits, including 45 of cod.

135 of haddock, 10 of roker and 10 of dogs, which sold for £5,832.

This, like that of *Boston Sea Hawk*'s, was the vessel's biggest grossing since arriving at the port.

It was *Rosamunda* which provided the highlight in the nearwater section. This Ward vessel was at sea for only nine days before returning with 230 kits, including five of hake, 25 of cod, 70 of haddock, 10 of coley, 10 of roker and 30 of dogs which sold for £4,764.

In contrast, one of the firm's other vessels, *Forwards*, was forced back to port after only six days with 80 kits which sold for £1,461.

All the local nearwater vessels, apart from *Boston Sea Hawk*, found the Isle of Man dog fishing tricky, but what they did manage to catch found a good market.

... prices slip back at Grimsby

GRIMSBY'S inshore dogfish lining fleet swung back into action again last week with several good landings only to find the market suffering from a slight fall off in demand, with prices sliding in isolated cases to as little as £18.08 per kit.

This followed a blank spell due to big tides and poor fishing. Then just when it seemed a recovery was getting well under way, with prices lifting back towards the £19 to £20 mark at the weekend, the weather turned sour and a series of gale warnings forced vessels to head for home.

Nevertheless, in spite of these difficulties, plus the four-day week due to the Bank Holiday, four vessels, all of them, managed to stay open. The factory is owned by Youngs Seafoods Ltd., which is pulling out, but another processor, a Shetlander, is planning to take over.

Two of these were Chapman vessels, while *Genialchad Mills* — the only Grimsby in-



Betty landed a good catch of dogfish at Grimsby last week. She is skippered by Teddy Jones.

shore to land — sold her catch under the Tom Sleight (F.S.) Ltd. banner as usual.

Skipper Dennis Jewitt in *Tradition* put in the top performance with 235 kits split over two landings, before returning to Bridlington, and there were also impressive three-figure landings from the two-trippers *Betty* (Skipper Teddy Jones) and *Wellspring* (Skipper Harvey Holbrook).

On the same day *Picton Sealion* (Skipper Trevor Salter) returned from the same area, landing 178 kits which sold for £4,357.

Between them the vessels landed a total of 120 of cod, 35 of whiting, 120 of roker, 15 of turbot and brill, 40 of plaice and 10 of sole.

Earlier in the week there was another good grossing for the pocket trawler *Waterdale* (Skipper Frank Reynolds). The vessel landed 92 kits which sold for £3,123.

On the same day *Picton Sealion* (Skipper Trevor Salter) returned from the same area, landing 178 kits which sold for £4,357.

Between them the vessels landed a total of 120 of cod, 35 of whiting, 120 of roker, 15 of turbot and brill, 40 of plaice and 10 of sole.

A SECOND World War Messerschmitt engine (above) has been found following a report of an obstruction by a fisherman working near the South Bank Boom Light off the Isle of Sheppey. The 'fastener' was first reported to B.H. Gifford, harbour controller of the nearby Queenborough Creek, who then reported it to the Medway Ports Authority. It was later lifted by the authority's *Medway Rhino* and after the mud and weed had been cleaned off it was identified as an engine from a German 109 fighter built around 1940-1. The engine has now been donated to the Alcock Museum at Hoo, Kent, where, according to experts, it is in very good condition considering it has spent over 30 years under water. It is the best that the museum has come across in Kent as the fuel injection system is completely intact and the crankshaft undamaged.

SANDEEL MEN FISH INSIDE 3-MILES

SHETLAND'S inshore trawlermen continue to fish illegally inside the three-mile limit for sandeels which gather there during the summer. Without these sandeels they say they would have to tie up their boats last week 80 per cent of the catch in Shetland was sandeel — over 28,000 cwt. worth nearly £50,000. The fishermen are seeking talks with the Department of Agriculture and Fisheries to allow them to fish legally inside three miles.

Rosevear tops Milford market

MILFORD Haven had its best grossing for some time last week when the Norrard vessel *Rosevear* returned to port from the northerly grounds.

Skipper Alex Simpson, who commands the vessel, has had a series of good trips from the area and last week's landing of 227 kits sold for £5,110.

On the same day *Picton Sealion* (Skipper Trevor Salter) returned from the same area, landing 178 kits which sold for £4,357.

Between them the vessels landed a total of 120 of cod, 35 of whiting, 120 of roker, 15 of turbot and brill, 40 of plaice and 10 of sole.

fishing news

Editor: Harry Barrett
Assistant Editor: Ian Strutt
Scottish Correspondent: Gloria Wilson
Advertisement Director: Fred Purcell
Managing Director: W. A. Cathles
Published weekly. Postal subscription rate: £7 per annum. £7.50 overseas. Registered as a newspaper at the Post Office.
110 FLEET STREET, LONDON EC4A 3JL. Telephone: 01-363 6961

Mackerel factory ship plan is turned down

PLANS to moor a factory ship in King Harry Reach, on the River Fal, Cornwall, for the winter mackerel season have been delayed for 12 months because the district council will not give permission.

The factory ship *Miji Muri*, flying the Japanese flag, is chartered by Frolex International Ltd., of the Anglo-Liberian Company Group of companies through agents Curnow Shipping Ltd, of Portliver.

It wants to moor the ship in the sheltered estuary for six months beginning November 1 to freeze trawled mackerel for export to West Africa.

The 2,558-ton ship would export in consignments of 2,000 tonnes and this would be handled by small refrigerated ships which would take on the cargo directly from the fish factory.

Curnow Shipping claims that *Miji Muri* would be owned by British trawlers, including those from Cornish fishing ports, and enable the fishing industry in the south west to be expanded and at the same time increase exports.

Carriac District Council, the authority responsible for moorings in the River Fal, where large tankers lay idle because of lack of work, any there would be a number of factors to be considered if permission was granted.

Because of these factors, which include the disposal of sludge, permission cannot be granted this year.

Problems of servicing the vessel also arise, say the authority. Although trade could be brought to the area, and employment provided for more than 80 full-time workers, approaches to the beach are somewhat restricted in size.

When considering the application last week, Carriac Council said it would not completely shelve the idea, but consider such moorings for the following year. It was stated that it would be going to ignore such a possibility because foreign ships could easily moor at 4, and, therefore, take trade away from the shore.

There were also objections that the ship would accept surplus catches from local fishermen who would then have somewhere to dispose of their fish if EEC quotas became glutted.

Managing director for Curnow Shipping, Mr. A. M. Bell, said last week that he had received verbal approval of the scheme from the Home Office and Ministry of Agriculture, Fisheries and Food. He had also received congratulations from local employment agencies because of the provision of jobs.

It is claimed that the proposed extension would have provided up to 50 new jobs.

Although the authority's decision was not taken lightly, Curnow Shipping are now preparing an appeal. It hopes to make the full council reverse the decision when it meets later this month.

Mr. Bell said although the crew of the vessel would be mainly Japanese and Thai, the workforce would be totally local labour. The 495 ft. south west and for the south west fishermen.

Stune 80 per cent of the fish would go to Nigeria, he said, and chances for local fishermen would be enormous. The decision by the authority not to allow the vessel to use the river showed short-sightedness.

"At least £1 million is being invested in this project by Frolex International. The local authority cannot see what good this will bring to the area. It is being so short sighted," he said.

The factory ship will give opportunities to many local trades people, and would be serviced out of Falmouth. Effluent disposal would be by purpose-built vessels now waiting for orders.

"If this went ahead, it could lead to an increase in the fishing industry in the south west and for the south west fishermen."

Although the authority's decision was not taken lightly, Curnow Shipping are now preparing an appeal. It hopes to make the full council reverse the decision when it meets later this month.

Mr. Bell said although the crew of the vessel would be mainly Japanese and Thai, the workforce would be totally local labour. The 495 ft. south west and for the south west fishermen."

Stune 80 per cent of the fish would go to Nigeria, he said, and chances for local fishermen would be enormous. The decision by the authority not to allow the vessel to use the river showed short-sightedness.

"At least £1 million is being invested in this project by Frolex International. The local authority cannot see what good this will bring to the area. It is being so short sighted," he said.

The factory ship will give opportunities to many local trades people, and would be serviced out of Falmouth. Effluent disposal would be by purpose-built vessels now waiting for orders.

"If this went ahead, it could lead to an increase in the fishing industry in the south west and for the south west fishermen."

TRAWL BOARD PARTNERS SET UP SHOP

A NEW partnership has been formed at Fleetwood to manufacture trawl boards. The members are brothers Cliff and Jack Davies, net manufacturer Boris Howard, Harold Graves and George McKay.

"They have set up shop at the old corn mill, one of Fleetwood's oldest buildings. But there is little ancient about the site now. The interior of the building has been torn out and a new extension added which provides a total of 5,700 sq. ft. of factory space."

Distribution agents for the partnership, which will make V-form doors and mid-water trawl boards, will be the Boris Net Co. It already has more than 20 orders for doors from buyers in Britain and Ireland.

A spokesman for the partnership said: "We are already negotiating for other orders and hope to break into the foreign market." He added: "We will be taking on about five men at the outset and hope to build from there."

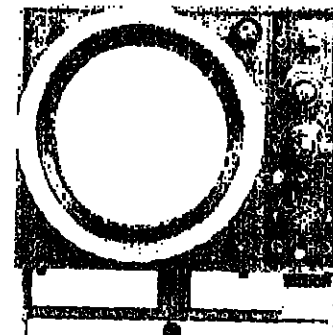
CORRECTION

IN a description of the seine netter *Argonaut IV*, August 27, *Fishing News*, it was stated that the rope storage reels supplied by Fishing Hydraulics had a capacity for 7 coils of 3in. rope. This should have read 15 coils of 3in. rope.

Decca 060

(24n.m.) small radar

Big punch!



No other radar packs so much performance into such little space.

Two carefully chosen pulse lengths — 0.1µs at 0.5 and 1.5 n.m. range, 0.65µs at 3, 6, 12 and 24 n.m. ranges — account for the outstanding range performance. From close-in, out to the radar's full 24 n.m. maximum range, discrimination is excellent and echoes are strong. And with the standard magnifier you see this on the equivalent of an 8 inch picture.

All this for the small boat operator who also needs small, light weight units, and low power consumption — and outstanding Decca reliability — and unmatched service support all round the world.

DECCA—the best choice of small boat radar

Super 050-12n.m.; 060-24n.m.; 110-36n.m.; RM914A/916A-48/60n.m.

Decca Radar Limited, Albert Embankment, London S.E.1

September 10, 1976

FISHING NEWS

BIG 'RED' FLEET HITS MACKEREL

OVER 40 big Rumanian and Russian trawlers have launched a massive attack on the south west mackerel stocks... and the fishery protection vessel HMS Kingfisher has been in the thick of it.

The crew of Kingfisher have been trying, with some success, to trace the crab gear which local fishermen claim has been towed away by foreign vessels. One Mervagissey boat, Britannia, is reported to have lost gear worth £2,000.

When members of Kingfisher's crew boarded the Eastern European vessels, the foreign fishermen said they had no idea of the crabbing areas. They were quickly supplied with co-ordinates.

There was the same story from a French bottom trawler, which was found to have crab pots on deck. These were returned to the Dartmouth vessel crabber Amanda.

Most of the Rumanian and Russian trawlers are fishing about two miles outside the limit off Start Point.

Earlier this week, Kingfisher was waiting off Sandown, Isle of Wight, where local fishermen say that a French trawler is deliberately lifting their pots.

Deckie lost

GORDON Reid (19), a deckhand on the Buckie seine-netter Seaforth, was lost overboard on Wednesday of last week.

His father, Sye Reid, is also a member of the crew of Seaforth, but he was holidaying in Shetland when his son was lost.

Seaforth had been fishing 152 miles north-east of Peterhead when the accident happened and attempts to recover Mr. Reid were unsuccessful.

Two fined after collision deaths

THE skipper and second engineer of Aberdeen Ventura, which collided with the trawler Ben Tarbert off Peterhead Bay last November killing two crewmen, have been found guilty of culpable homicide.

John Morris (42), the skipper, was fined £250 on the culpable homicide charge and £75 on another charge of failing to ensure the safety of his ship and crew, contrary to the Merchant Shipping Act 1970.

Morris had denied gross reckless neglect of duty prior to the collision in which two crew members of Ben Tarbert, George Lemon and

John Greig, were drowned. Second engineer William Alexander Cormack (35), who denied failing to respond to orders telegraphed to the engine-room because he was drunk on duty, was fined £100 on this charge and £175 on the culpable homicide charge.

'Carried on'

Morris told the Banff Sheriff Court that he rang down four signals from the bridge to the engine-room before he received an acknowledgment, and that in reckless neglect of duty prior to the collision in which two crew members of Ben Tarbert, George Lemon and

side trawler Ben Tarbert. Passing sentence, Sheriff T. M. Croan told the accused that other people on the bunt should take a share of the blame. "I take into account that there was obviously joint fault involved. Moreover, from the evidence, it would appear that you two were not the only persons culpable."

The sheriff said fines should not be regarded as a measure of blame attached to each accused. He considered Cormack more culpable than Morris. "The fines are imposed on the ability to pay."

Mr. W. M. Reid, advocate, Edinburgh, agent for Cormack, said it was quite clear that at least three of his superiors knew his conditions before he was put on watch. He had not worked since the collision.

Certificate

In his summing up, Mr. Reid claimed the chief engineer put Cormack on watch in the full knowledge he was under the influence of drink.

John Farquharson, solicitor defending Morris, said he was a man of excellent character, and that the verdict would not necessarily have been the end of the matter for him. As one would expect there will automatically be proceedings elsewhere concerning his certificate.

Mr. Farquharson pointed out that, although the skipper remained in overall command of the ship, he was entitled to delegate responsibility to his subordinates.

Through no fault of his own, he knew nothing about the second engineer's condition until half-an-hour after the boat put to sea from Aberdeen.

Following the verdicts, the Department of Trade has now to decide on whether it should hold a formal inquiry.

Harbour wall 'could treble port's fleet'

BRIDLINGTON could be the fishing port of the future with a fleet of 200 vessels — if only there was an additional harbour wall.

This, and other high hopes for the future of the port, were expressed at North Wales Council's Policy and Resources Committee last week.

It was agreed that council representatives should meet Bridlington Harbour Commissioners to discuss fishing industry problems as they affect Bridlington.

Coun. Des Connolly, who has looked into the problems and attended meetings on behalf of the authority, said the port could offer enormous scope for the future.

"Bridlington could be the fishing port of the future if only we had the chance to double or treble the size of our fleet. We only want one wall and it makes another harbour," said Coun. Connolly.

Side-fisher brings in new port record

TWO OF Fleetwood's remaining side trawlers working Icelandic grounds stole the limelight at the port last week by landing record catches.

The 140ft. Boston Express (Skipper Bill Anderson), in 1965 as Aberdeen Express, recorded a new high for a Fleetwood side trawler when she returned from Iceland with 1,850 kits, including more than 1,700 cod and codling, which sold for £35,219.

There was also a new grossing for the 164ft. Hewett (Skipper Don McLoughlin). She returned from Iceland with 1,327 kits, including more than 1,200 cod, which sold for £24,715. This is the highest gross ever made by a Hewett at the port.

In the middle water section the outstanding catch was Armanus (Skipper J. Burns) which again won the Rockall grounds.

This vessel returned with 850 kits, including 750 of haddock, 100 of squid, which sold for £13,515.

News

Her sister-ship, Va was not far behind. Skipper Tom Watson took the trawler to different grounds to catch 613 kits, including 550 of cod, 130 of haddock, 170 of coley and 10 of which sold for £13,274.

But Rockall did not quite such a happy hunting ground for the side trawlers. The former, commanded by Skipper J. Farver, had to move grounds nearer Fleet and landed 395 kits at sold for £9,275.

Wye Revenge (Skipper Bill Spearpoint) fared better with her 676 kits, including more than 600 of haddock, which sold for £29,510.

September 10, 1976

GRIMSBY KEEPS UP RECORD-BREAKING RUN

THE mid-summer run of record-breaking trips continued at Grimsby last week when Boston Phantom (Skipper Tom Smith) scored with a new company best-ever grossing for a 142-footer with £43,019 from 1,767 kits after a 22-day Icelandic trip.

Catching the market after the Bank Holiday her catch, nearly all codstuffs, averaged £24.79p per 10-stone kit; over £1 per kit more than Ross Revenge made with her national record the week before.

Apart from Boston Phantom, there were only four other distant water landings during the four-day week. All came from Consolidated Fisheries and included two White Seas trips from Carlisle and Gillingham.

Carlisle (Skipper Jimmy Hudson) was the pick with £38,982 from 1,520 kits, but was only just clear of Aldershot (£37,400) and Gillingham (£37,541).

However, for price per kit no one could match the

Boston Phantom scored a company best ever grossing, £27,909, averaged by Port Vale (Skipper Peter Hume) from a 20 day Icelandic run which grossed £29,554 from only 1,055 kits.

All the distant trips were predominantly cod and codlings with a very low proportion of roughs. Additionally Port Vale got among some haddocks and included over 120 kits which sold very keenly.

Best catch and grossing

Landing dues up at Fraserburgh

TO HELP pay for the £1.25 million harbour deepening scheme at Fraserburgh, white fish landing dues are to be increased from October 1. The increase will be from 2.5p to 2.7p in the £.

The decision to raise the dues was made last Friday when Fraserburgh Harbour Board accepted its finance committee's recommendation that it implement the increase, which was included as one of the conditions of obtaining finance for the deepening scheme from the Department of Agriculture and Fisheries.

For the nine months up to the end of July the value of white fish landed at Fraserburgh totalled £3,908,684, an

increase of £467,157 on the corresponding period of the previous financial year.

The decision to raise the dues was made last Friday when Fraserburgh Harbour Board accepted its finance committee's recommendation that it implement the increase, which was included as one of the conditions of obtaining finance for the deepening scheme from the Department of Agriculture and Fisheries.

For the nine months up to the end of July the value of white fish landed at Fraserburgh totalled £3,908,684, an

The decision to raise the dues was made last Friday when Fraserburgh Harbour Board accepted its finance committee's recommendation that it implement the increase, which was included as one of the conditions of obtaining finance for the deepening scheme from the Department of Agriculture and Fisheries.

For the nine months up to the end of July the value of white fish landed at Fraserburgh totalled £3,908,684, an

Salmon flown in for tasting

FARM salmon flown from Bergen was on the menu at the Norwegian Trade Centre, London on Wednesday last week when the firm A/S Mowi presented its products to a group of fish merchants and journalists.

The largest farmer of salmon in Western Europe, Mowi sells about 500 tons of fish a year to France, Germany, Italy, Spain and Switzerland. It began to export to Britain earlier this year and deliveries soon reached 3,000 lb a week.

The Mowi operation is carried out on four sites in west Norway — two for the hatching of young salmon in fresh water and two for growing these salmon to marketable size in salt water. The first stage lasts about a

year and the second, a year to two years.

From the hatcheries, some 450,000 salmon at smolt stage are produced in a year for transfer to salt water. For this, Mowi has developed a method which is claimed to reduce handling risks. It makes use of large plastic containers, immersed in salt water, and with the water supply constantly renewed.

In effect, the smolt swim against a current out into their salt water enclosures. Sited on the island of Sotra, the two enclosures are in natural water areas where water movement is accelerated by pumps and where the salmon are kept in by gratings at each end. Total output is 900 to 1,100 metric

tons of salmon every two years.

Outlining the advantages of farm salmon, Mowi's managing director, Thor Mowinkel, said these included the regular supply of fish of a guaranteed quality, free from seasonal restrictions. Mowi presently supplies its salmon from September to April and the firm plans to expand production to cover the whole year.

"Farm salmon," he added, "is in every respect the equal of wild salmon. It is also available fresh at all times and fish harvested in Norway on Friday can be at Billingsgate early on Monday. This opportunity of buying fresh stock every week means that customers can avoid the burden of heavy capital expenditure."

See you at

AMERICAN INTERNATIONAL
FISHING EXHIBITION

Queen's Links, Aberdeen

15-21 September 1976

A warm welcome awaits home and overseas exhibitors and visitors to this great fishing show to be held at the traditional hub of the Scottish fishing industry.

All the main marine engine manufacturers will be represented and there will be plenty to see in the electronics field. Boat builders and designers will vie for attention and a representative selection of deck and fishing gear will be on view. Visitors specially interested in the processing and handling side will find a greatly showing of machinery and methods to claim their attention.

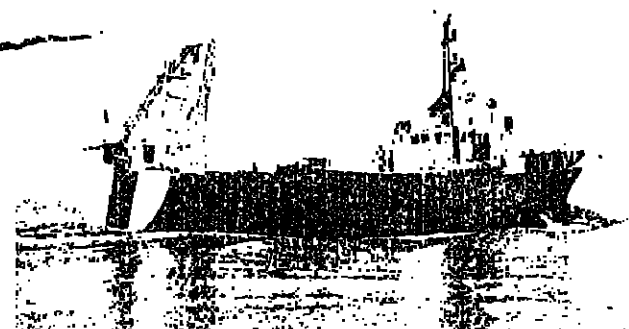
Overseas participation includes exhibitors from Spain, Belgium, Denmark, France, Germany, Holland, Iceland, Norway, Sweden and the U.S.A. All in all this will be one of the best fishing shows ever to be seen in Scotland.

EXTRA:

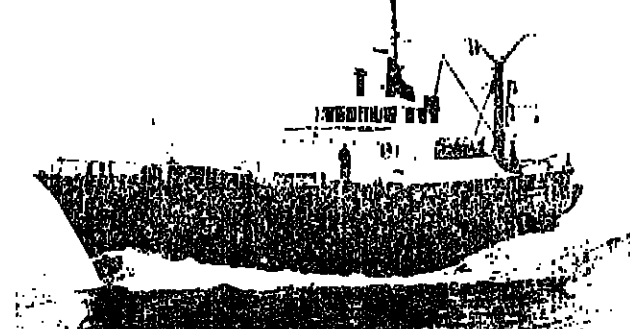
Sponsored by the Scottish Fish Producers' Association, a two-day Fishermen's Conference will take place in Aberdeen's Beach Ballroom during the Exhibition period.

Eagle Exhibition Consultants Ltd.,
16-17 Bride Lane, Fleet Street,
London EC4V 3ED,
United Kingdom.
Tel. 01-353-1000. Telex 21410.

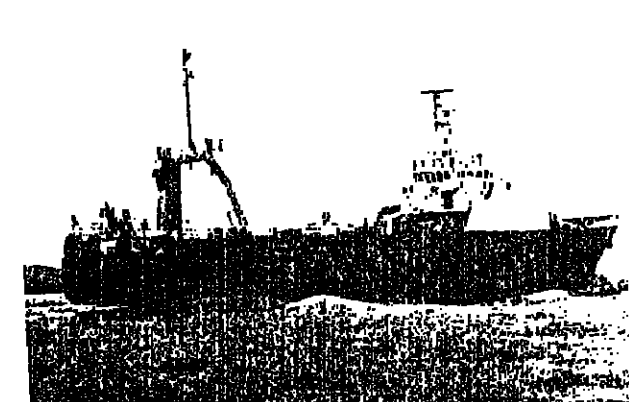
Mirrlees Blackstone marine diesels from 200 to 10,000 bhp



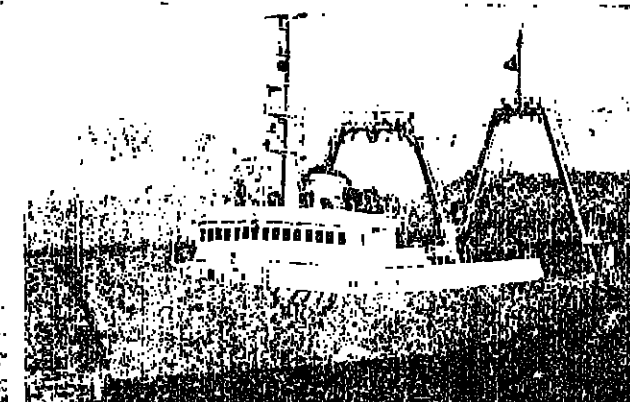
'VELIA' built by Richard Dunston for J. Marr & Sons. EZSL8 engine developing 1250 bhp at 1000 rpm.



'COURTENAY BAY' Canadian motor trawler fitted with 660 bhp ERS8MGR3 engine and gearbox.



'DANE' factory stern trawler built by Brooke Marine for B.U.T. KMR7 Major engine rated 3245 bhp at 525 rpm.



'VIGRI'. Built in Poland for Icelandic owners. KMR6 Major engine developing 2169 bhp at 450 rpm.

proven throughout the world
for trawler operation



HAWKER SIDDELEY

MIRRELES BLACKSTONE DIESELS

MIRRELES BLACKSTONE LIMITED, HAZEL GROVE, STOCKPORT, CHESHIRE.
Telephone: 061-483-1000 Cables: MIRRELES MANCHESTER Telex: 967314.
WORKS STOCKPORT AND STAMFORD.

Major engine range from 200 to 10,000 bhp. Also a complete range of auxiliary engines, pumps, and other marine equipment.

WELCOME YOU TO STAND D36-42
morep LTD.

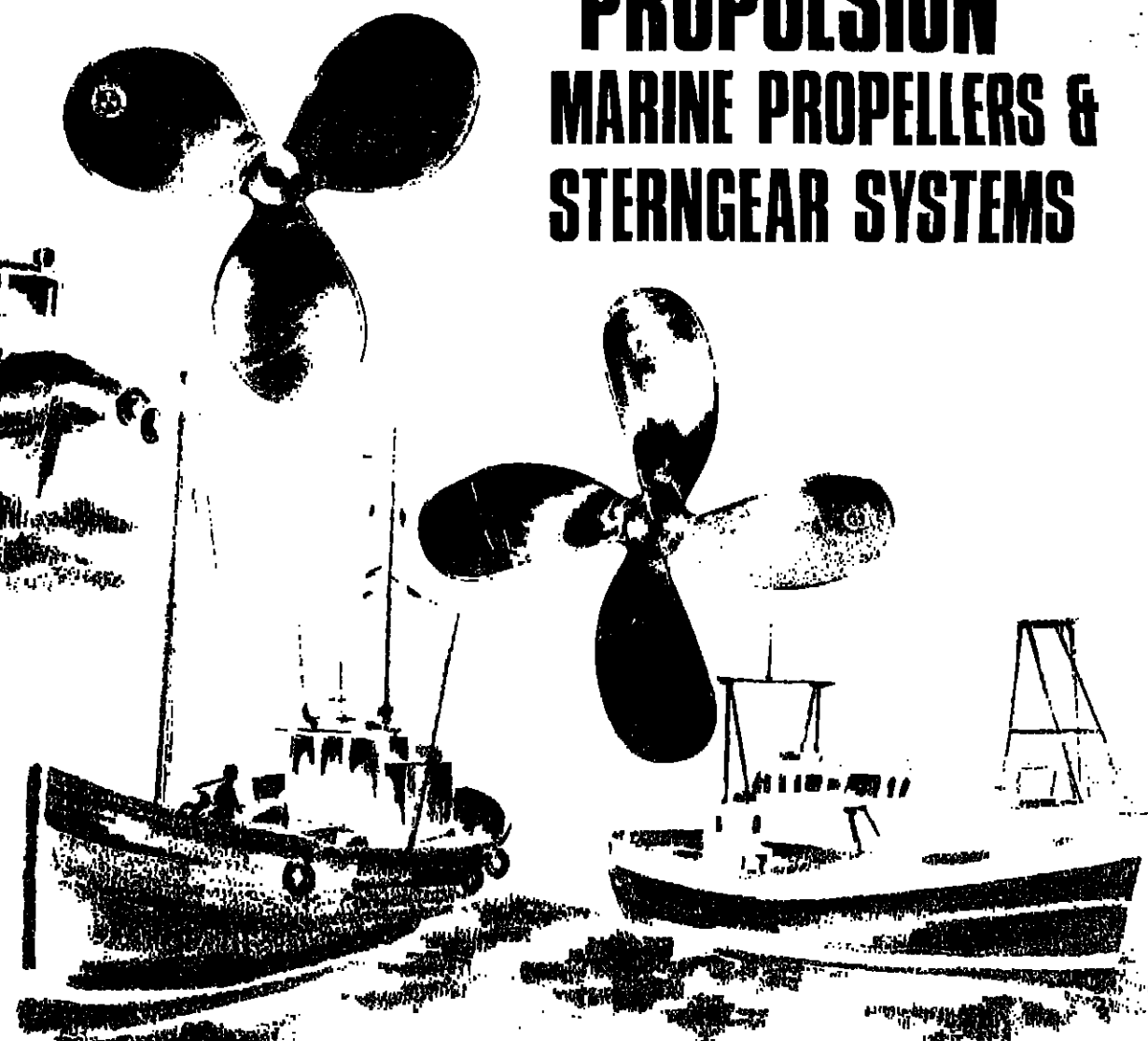
LUDDENDEN CHAMBERS, NEW ROAD,
LUDDENDEN, HALIFAX, HX2 6BA, WEST YORKS.
Cables: Morep, Halifax
TELEX: Chamoom, Hudds 51458 for Morep
TEL: Calder Valley (042283) 2721 (3 lines)

NEWAGE

3-bladed propellers up to 46 in. diameter.
3 and 4 bladed propellers up to 78 in. diameter.
controllable pitch systems
gun-metal, manganese bronze, nickel aluminium bronze or stainless steel.
fully bored, keyed, balanced and polished.
specially designed to be right for your boat.
sterngear for wooden, steel ferro-concrete or G.R.P. hulls.
tailshafts up to 8½ in. diameter.
water, oil or grease lubricated as required.
suppliers to the Admiralty.

NEWAGE ENGINEERS LIMITED

MARINE PROPULSION DIVISION
PROPULSION WORKS, DUCHESS STREET, SHAW OL2 7UX, LANCS, ENGLAND
Telephone (07068) 47832 Telex 63371 Cables "Propulsion" Shaw, Oldham



"PROPULSION" MARINE PROPELLERS & STERNGEAR SYSTEMS

HALMATIC HULLS for STRENGTH — DURABILITY — PROFITABILITY



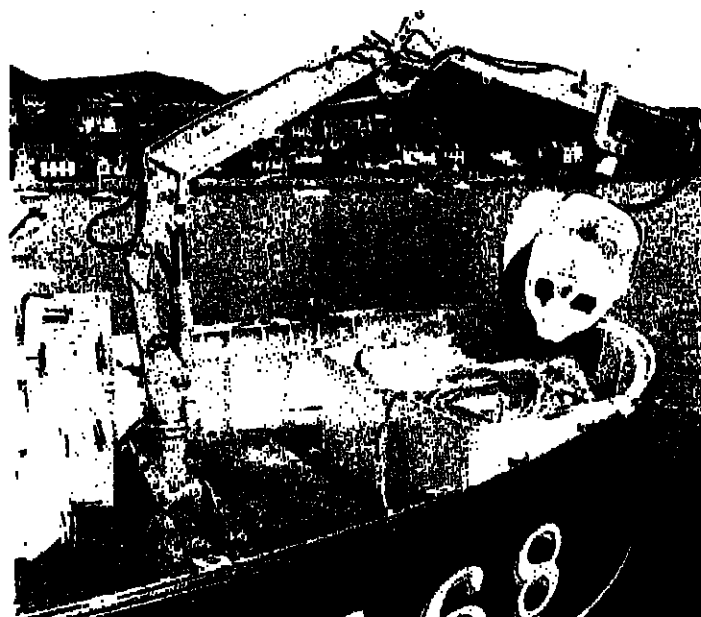
EBBA VICTOR
28ft MULTI-PURPOSE
G.R.P. FISHING VESSEL
BASED ON OUR 28ft.
HULL, DECK &
WHEELHOUSE

Come and visit us on STAND C18 at the CATCH 76 EXHIBITION in ABERDEEN

HALMATIC (SCOTLAND) LTD

HATSTON, KIRKWALL, ORKNEY. Tel. Kirkwall 2390

IBERCISA POWER BLOCK MOD. H635/R-400S installed on WILLIE CAMPBELL'S NEW "AJAX" This block was especially designed for the Scottish and Irish Skippers



SPAIN'S LEADING MANUFACTURERS
OF HYDRAULIC DECK MACHINERY

ibercisa

Scottish Agents: COSALT LTD, Market Street, Aberdeen
IBERCISA: Belramar 49 - VIGO - Spain. Tel. 291460
Telex 83058 ibisa e - Telegr. IBERCISA

Newlyn meal plant plan hits trouble

WITH building of a 250-ton-a-day meal plant and fish processing factory underway at Newlyn, Cornwall, the project has hit planning problems.

Western Fish Products Ltd. of Bridport, Dorset, now has to submit a composite planning application for its proposed fish processing plant at Stable Hobbs, Newlyn.

This was revealed in a statement by John R. Eley, the council's chief executive,

issued following a special meeting of the council earlier this month.

Western Fish Products, which acquired the Stable Hobbs works in 1975, has been proceeding with the development of the site with the intention of processing fresh fish and fish meal using 250 tons of fish and fish offal daily, the statement pointed out.

"Although four applications have been made for planning permission for building works which are being undertaken, the company considers that it does not require planning permission for the use which it proposes, in view of an alleged established use based on the history of the works," stated Mr. Eley.

"The company was invited to submit an application for an Established Use Certificate and after examining the application and the supporting evidence the council resolved by a substantial majority to refuse to issue a certificate.

"This means that the company requires planning permission for the proposed use of the site," Mr. Eley added.

In addition, the council resolved to refuse the four applications for planning permission relating to the building works which are proceeding and to serve Enforcement Notices and Stop Notices to control the breach of planning control which is involved.

"The council also decided

that the available information on the history of the site, and the company's proposals, indicated an intensification of use which would amount to development for which planning permission would be required in any event.

"In coming to these decisions the council was mindful of the employment and economic potential of the company's proposals which would have to be balanced against the possible damage to the environment which might be caused by the processing of fish."

Mr. Eley stated: "The council has not set its face implacably against the establishment of the factory at Stable Hobbs, but it is unwilling to commit itself to approval until it has had an opportunity of balancing the advantages and disadvantages which would result."

"The only hope was that this can be done by the submission of composite planning application by the company, and although such an application was invited on August 13, 1976, the company has indicated that it is not prepared to co-operate."

The morning after the council meeting, however, and after the preparation of the statement by Mr. Eley, it was announced by Fenwith council that, without prejudice to any right of appeal, the developers had indicated they were now prepared to submit a composite planning application.

OBITUARY

THOMAS PERCY GREENAWAY (75), superintendent marine engineer to Grimsby trawler owners Consolidated Fisheries Ltd. until he retired in 1967, died in hospital at Grimsby after a short illness on August 30.

Mr. Greenaway had a long and much respected association with the fishing industry in Grimsby. Before joining Consolidated Fisheries in 1950 he was a senior instructor at the old Grimsby Nautical School in Orwell Street.

The school turned out streams of fine fishermen before, during and after the 1939-45 war with very limited practical aids, compared to the present set-up, and a tiny staff of extremely versatile teachers.

He is survived by his wife and two married daughters.

CHARLES FLETT, a former Aberdeen trawler skipper, has died at the age of 78.

A native of Findochty, Skipper Flett served on herring drifters before he moved to Aberdeen where he switched to trawlers in the early 1930s.

He gained his skipper's ticket in 1937 and sailed for a number of companies until he retired in 1963. He died at Aberdeen House, Tillydrone.

Guernsey enjoys shellfish boom

GUERNSEY fishermen landed catches worth an estimated £750,000 in 1975, states the island's Sea Fisheries Committee in its annual report. This is an increase of £250,000 on the value of catches in 1974 and 1973.

Shellfish alone accounted for £329,300 worth of the total fish and spider crabs valued at £144,700 were exported — the majority to France.

Lobsters followed, valued at £88,600. Then came crabs valued at £88,000 and crawfish, £2,700. Other exports included scallops and queen scallops.

After a bad winter season in 1974-1975 and the collapse of the scallop market, the industry turned the corner. Value of total landings for 1975 were over eight times that of 1970.

Taking into account the reduced value of the pound sterling, fishermen had to catch nearly twice as much fish in 1975 as they did in 1970 to earn the same amount of money in real terms.

The creation of a new retail outlet improved the industry's shore facilities but the future development remains inhibited by the absence of a properly equipped fish quay.

The report emphasises that since the establishment of the fishermen's Trading Co. fish shop there has been an increase in local demand for prime fish.

TOW FAILS TO SAVE 'GIRL ITA'

THE Bridlington keel boat *Girl Ita* sank three miles out of Bridlington last Wednesday afternoon after springing a leak.

The vessel, built in 1987, was one of the oldest fishing boats in the harbour and was owned and skippered by Roy Arley of Flamborough.

Skipper Arley said that a leak was discovered in the boat when it was about 12 miles off Flamborough Head. *Girl Ita* had been fishing queen and skipper Arley reported to another Bridlington boat *My Rose*.

Ann which was less than a mile away. She took *Girl Ita* in tow and headed slowly back to Bridlington.

The pump on *My Rose Ann* was used to try and empty *Girl Ita* but three miles from Bridlington *Girl Ita* went under completely leaving only the top of the mast visible above the water.

Skipper Arley and his crew saved some of the equipment but all the fixed electronic and other gear was lost.

Introducing to the U.K.

S S C M POYAUD

Marine Diesel Propulsion Engines and Auxiliary Sets

POWER RANGE — 180-1200 H.P.
(130-880 K.W.)
MAXIMUM SPEED — 1350-1500 R.P.M.

Superbly built for extended life under rigorous conditions called for by the Fishing Industry these engines are backed by the design knowledge and engineering expertise of one of the largest diesel manufacturing groups in Europe and the support of a world-wide SERVICE ORGANISATION.

For PROFIT — Think POYAUD
The engines with sea-keeping ability —
and the certainty of keeping you there!

General Agent:
SOCIETE GROSSOL — PARIS, FRANCE

U.K. Concessionaires:
SEA-POWER LTD., SALCOMBE, DEVON
Telephone (054 884) 2986

★ See us on STAND No. D44
(Next to Exhibitors' Lounge)
Catch '76 Aberdeen

Expanding layers of water down to 480 fathoms

SIMRAD has produced a new scale expansion unit type MC, which expands any chosen layer of water between 10 and 480 fm., for operation with the EQ or EK—S sounder, with or without CI scope.

It will be demonstrated for the first time in the U.K. at the Aberdeen Fisheries Exhibition on the Decca stand (C2).

The storage unit increases the depth resolution of the echo recording by storing the echoes from the chosen narrow layer and repeating these on an expanded scale on the echogram.

The layer to be expanded can be bottom or surface locked, or the lower edge of the layer can be selected for any depth between 10 and 480 fm. The width of the layer can be adjusted in five steps from 1 ft. to 27 fm. Expanded echo signals

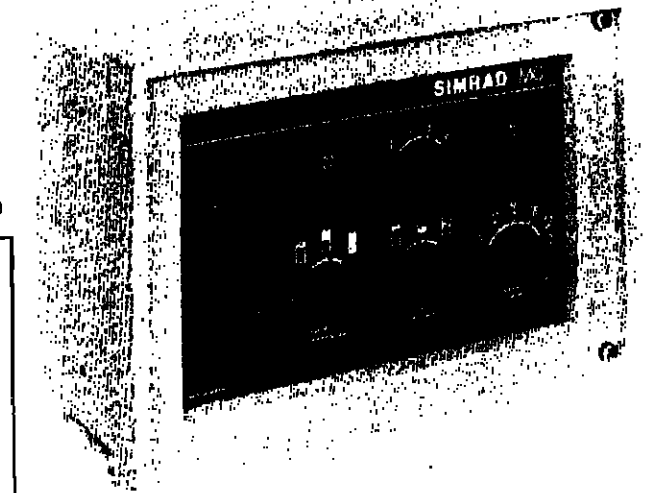
may be displayed in a choice of three different positions each representing one fifth of the paper width from the top of the paper, starting at the zero line, on the bottom portion of the paper, or following the bottom contour.

When the expanded recording starts at the top of the paper its width may be increased to one half or the whole of the paper width.

The width of the expanded recording remains constant regardless of the range selected on the echo sounder. An important feature of the

MC is that the bottom can be recorded either with its true contour or as a straight line. When coupled to the CI scope, the picture on the screen is steady, the picture being updated after each sounding. The screen height corresponds to the range selected on the MC.

SIMRAD's new scale expansion unit (below) can be seen at the Aberdeen Fisheries Exhibition.



Carapace measurement

"UNTIL I read about Welsh fishermen complaining at the price of the new gauges for measuring lobsters, I had not heard of the new measurement regulations. Can you give me details of these and of the carapace gauges which will be used by fishery officers?"

The minimum size for crabs and lobsters Order 1976 made under the Sea Fish (Conservation) Act 1967 came into effect on March 15 this year.

Its main purpose is to introduce a statutory minimum carapace length measurement for lobsters to replace the former minimum size requirement which was expressed in terms of total length. The Order applies in England, Wales and Scotland.

Socket

Carapace measurement, as defined in the Order, is the length measured from the rear of either eye socket to the centre line of the body shell. It is the method of measurement recommended by the Lobster Working Group of the International Council for the Exploration of the Sea (ICES) and is already used in Ireland, North America and some other countries.

Statutory minimum carapace measurement for lobsters is 80 mm — approximately equivalent to the previous minimum size of 3in. total length.

Fishery officers will use triangular brass gauges verified by the Weights and Measures Department of the Department of Trade and Industry.

These have been designed to take into account possible future increases in the statutory minimum size and, therefore, provide for taking 80 mm measurements with

one side of the triangle and greater ones with the other two sides.

If you want, you can get an officially verified gauge from your local Inspector of Fisheries. If you find the cost prohibitive, you can make a similar gauge yourself out of brass or aluminium, taking care to ensure that the measurement of the gap on one side is exactly 80 mm.

There are several rules in the new Order, besides the one for measuring lobsters, which may affect you.

Minimum size for crabs (*Cancer pagurus*) is now expressed in millimetres instead of inches and it is as much of an offence to land, sell, expose or offer for sale or use in possession of any crab smaller than 115 mm (4.5 in.), measured across the broadest part of the back, as it is to land, sell etc. lobsters with a carapace length of less than 80 mm (3.2 in.).

The Order decrees that any

John Burgess' Log



TURN TYRES INTO DAHN BUOY FLOATS

"WE HAVE noted that discarded tyres are used for making fenders and lobster pot bases, and are also shredded to make protective binding for lobster pots.

"We have also heard that they are now being used somewhere to make mooring and dahn buoy floats.

"We can get a lot of used tyres here for next to nothing and would like to investigate methods of making them into marketable floats. Do you

know of any ways in which this can be done?"

One method of turning used tyres into marketable floats was described in America's *National Fisherman* not so long ago.

It consists of fitting laths to hold the inner edges of a tyre wide open, putting the tyre in a press, filling the casing and the space in the centre of the tyre with polystyrene beads, closing the press and injecting steam into it.

The steam expands the plastic until it becomes a solid, buoyant mass firmly fixed in the casing and space in the centre of it.

Thereafter, no doubt, a dahn buoy spar or a device to take mooring chain and pick-up line is fitted in the middle of the float supported, if necessary, by stays attached to the rubber rim of it.

Presumably, once laths have been inserted to hold the inner edges of a tyre open and it has been placed in a suitable press, polystyrene foam-in-place plastic could be used instead of polystyrene beads expanded by steam to form the buoyant mass.

But this might be a more expensive method of forming it if you are going to make floats in small quantities.

In Canada and the USA polystyrene filled tyre floats are not only being used for making dahn and mooring buoys, but for floating pontoons, mussel rafts and suchlike.

If you could make them economically here, there would doubtless be a demand for them for such purposes and, if suitable, painted for use as fenders in pleasure craft.

Fine

If you don't, or if you contravene the Order in some other respect, you will be liable to a fine of up to £100 for a first offence or up to £200 for a second or subsequent one.

The Order, of course, is not the only one which may affect the landing, sale etc. of lobsters and crabs in your district. Many Sea Fisheries Committees have made local by-laws imposing further restrictions. Details of these are obtainable from the secretary of your local Committee. Copies of the Order itself can be obtained from your nearest MAFF Fisheries Office.

SCOTLAND

FROM A YEAR which started out in near despair for Scottish fishermen, there have been signs over the past few months that the industry is picking itself up off the floor. To say that there is a huge surge of optimism among all sections of fishing would be an overstatement but, with fish prices starting to get back to a reasonable level, there are short-term hopes that 1976 might not be quite the disaster that was predicted.

For the future, the fears which have been hanging over the industry for a long time now are still there. International quota restrictions and uncertainty over the outcome of an agreement in Brussels on exclusive fishing zones continue to hold back any major long-term investment.

The price that Scotland has had to pay for this recovery has been high. The annual advance in Scottish earnings over the past decade came to a halt last year, when the catch value slipped back by 25m. to £59m. With the fleet declining by 70 vessels to 2,678, over 600 fishermen lost their livelihoods. Bad as they are, these figures for the fleet would have been even worse if it had not been for new vessels entering service which were ordered in the boom times of two and three years ago.

For most owners there was no joy in taking delivery of a new boat. As they watched imported fish flooding in, forcing prices to drop, so did their hopes of ever being able to make their gleaming new vessels pay.

Particularly hard hit was the deepsea fleet which fell

THE BIG FIGHT BACK

back from 95 to 73 vessels. Although the deepsea trawlers are taking advantage of the now better prices, their future looks even more uncertain than the rest of the fleet. With Faroe making threatening noises about extending limits and the deal running out with Iceland in November, difficulties of finding somewhere to fish are going to be heightened.

The precarious position facing the Scottish deepsea industry no doubt played a large part in influencing the decision taken this month to dissolve the Scottish Trawlers' Federation in favour of joining the newly-formed British Fishing Federation, which now covers all the major trawling concerns in the U.K.

With a large number of English-owned trawlers operating out of Scottish ports, this should give the Scots more chance to influence the way those operations are being

Below: White fish landings have shown a big improvement this year.

carried out north of the border. The deployment of trawlers between the English and Scottish grounds is also certain to become more crucial, so it is going to be far more sensible to have both ends of the country working under one federation.

Among the inshore fleet, the white fish seine-netters have made all the running so far this year. Their earnings at the half-year mark totalled well over £12m. — nearly £4m. up on the same period last year. Several seiners had taken their earnings for the first six months of this year to over £100,000 and the single-trip record advanced to £12,851 last month.

So far this year the herring men — tightly held in check by quotas — have not been able to demonstrate their full catching power. As a consequence, herring landings dropped by 12,700 tons and value was down by £735,000 at the half-year stage.

With this sort of pressure on them, the herring fishermen won wide admiration for their restraint and versatility in coping with the situation. A self-imposed closedown on the grounds saw the herring fleet switching over to fishing mackerel, sprats and prawns.

The decision to close down the grounds was made with the backing of the herring buyers but, maintaining this harmony in future, looks like being a difficult job. After years of protesting about the lack of organisation among the catchers, the buyers now seem to fear the power of the fishermen through their membership of Producer Organisations.

With factories geared to the processing of herring and

heavy investment in machinery, the strain of complying with measures which disrupt supplies is beginning to tell. During the closedown on the herring, many factories had to put off workers and experienced difficulty in getting them back once fishing resumed.

There is no doubt that the pendulum of power has swung heavily in favour of the fishermen and many would say that, after decades of dominance by the buyers, this is not a bad thing.

Any confrontation between buyers and catchers would be detrimental to both sides. It could lead to a closing of ranks by the buyers on all sides of the industry and it might stimulate fishermen to develop more into the processing and marketing of their own catches — a move which now seems to be the basic fear among buyers.

Since the blockade of fishing ports last year, the better results being obtained in 1976 has done little to draw the tooth of militancy from Scottish fishermen. The restrictive North Sea haddock quota, which is expected to run out by October, has already provoked threats that the fleet would fish-on.

Foreign fleets are "flouting the rules with impunity," it is claimed, and the tempers of Scottish fishermen are running high.

The question mark over the Government's determination, or ability, to secure an adequate exclusive fishing zone from the EEC has also stretched the patience of trawler skippers, among others, to breaking point.

Only last month Joe McLean, secretary of the Aberdeen Trawler Officers'

Guild, warned: "Our members are completely fed up with the way things are going. We feel the industry is getting nowhere and there is a feeling that we have been too quiet for too long. They are determined to take militant action if no assurance comes from the Government, and they are equally determined to carry on fishing for haddock when the quota runs out."

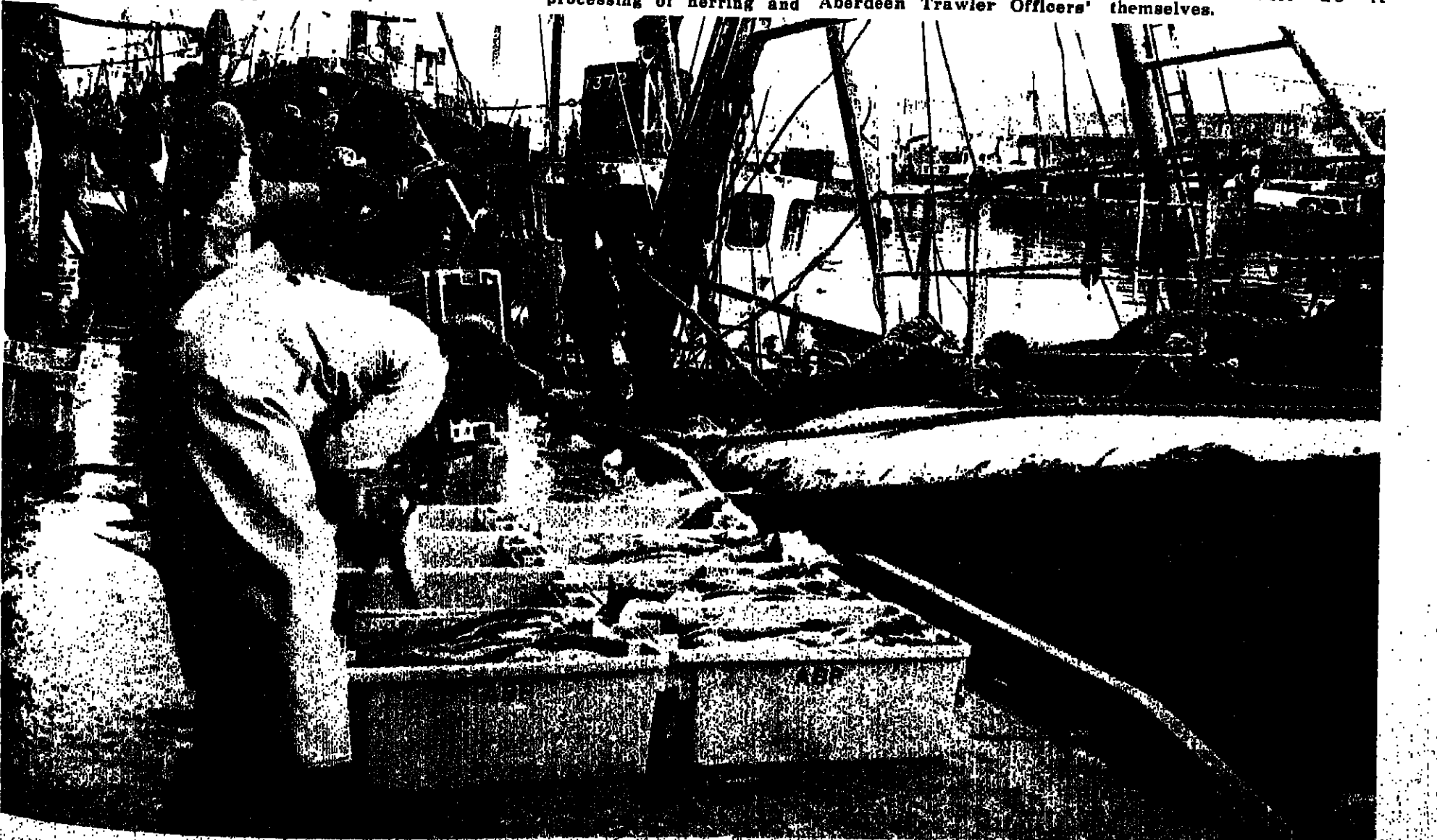
From all sections of the industry there is talk of militant action: while indicating that it will hit harder than the port blockade last year, nobody is being publicly specific about the form the protest will take.

Strong rumours are circulating that the target for the fishermen's venom will be the oil industry. While fishermen got out of the blockade last year with some public sympathy and respect, to now attack the oil industry could be a precipitous action.

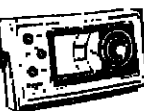
With the economic hopes of Britain centered on North Sea oil, the fishing industry could stir up a hornets nest of public anger, which would give the Government full backing to take any measure to deal with the situation.

The Government's decision to ignore the North Sea herring quota and set its own restrictions, in conjunction with the industry, should take some of the heat out of the anger in Scotland but, this action should be extended to other stocks. The North-East Atlantic Fisheries Commission is now in such disarray that its conservation policy has become a sick joke.

If the Government does not take the same measure on haddock, then it seems odds-on the fishermen will do it themselves.



A COMPLETE RANGE FOR THE SMALLER VESSEL



DEPTH SOUNDERS & RECORDERS



LORAN Receivers & Automatic Tracking A & C



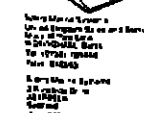
COMPACT AC POWER



BT AUTOMATIC PILOT



MK 7A RADAR High Resolution 32nm Range



SPERRY MARINE SYSTEMS

European Headquarters, Cory House, The Pines, Bracknell, Berks, England RG12 1AA. Tel: Bracknell 83440 81811. Telex: 84 7044.

Sperry Marine Systems U.K., 100, Millers Lane, Wokingham, Berkshire RG41 2BH.

Sperry Marine Systems Holland, P.O. Box 274, Jan van Goyenkade 22, Vianen, Holland. Tel: Vianen 0344 611111.

Sperry Marine Systems Belgium, House 26, 11, rue de la Liberté, 1050 Brussels, Belgium. Tel: Brussels 532 01 01.

Sperry Marine Systems S.A., Via S. Giovanni 1, 20121 Milan, Italy. Tel: Milan 02 57 51 11 11.

D.E.V. ENGINEERING LTD

WILLINGTON-QUAY, WALLSEND, TYNE & WEAR

HYDRAULIC WARP TENSION METERS

THE ONLY WAY TO PAIR TRAWL

Simply split our units in two, fit one to each vessel regardless of differing size and power, and you can tow at the same rate with ease. (And you'll both know when the bag is full!)

See us on stand A14 for details write or phone WALLSEND (0632) 824030

International fishing forum

IN CONJUNCTION with CATCH '76, a major fishing conference is being staged at the Beach Ballroom, Aberdeen, on September 16 and 17.

Sponsored by the Scottish Inshore White Fish Producers' Association, the Aberdeen International Fisheries Conference has attracted an impressive line-up of speakers. Registrations are still being taken for the conference and applications can be made by completing the coupon on the opposite page.

The conference timetable runs:

THURSDAY, SEPTEMBER 16
9.15 a.m. Registration of delegates.

9.45 a.m. Conference to be opened by Lord Provost Lennox of Aberdeen. Opening address by chairman, Skipper W. Hay.

TECHNICAL DEVELOPMENTS

10.00 a.m. D. N. MacLennan, Department of Agriculture & Fisheries for Scotland.

10.25 a.m. J. J. Foster, Department of Agriculture & Fisheries for Scotland.

10.50 a.m. R. Barry Fisher (USA), Gear Development on N.W. coast of USA.

11.15 a.m. Coffee.
11.30 Open Forum.
12.00 Lunch.

CONSERVATION

1.30 p.m. A. Saville, Department of Agriculture & Fisheries for Scotland.

1.55 p.m. A. I. B. Stewart, GBE, president of Scottish Fishermen's Federation.

2.20 p.m. R. Barry Fisher (USA).

2.45 p.m. D. Driscoll (USA), International Lawyer, The NEAFC regime.

3.15 p.m. Coffee.

3.30 p.m. Peter Holmes, United Kingdom Offshore Operations Association Ltd., Oil/fishing relationships.

3.55 p.m. Gilbert Buchanan, MBE, Scottish Fishermen's Organisation Ltd., Herring.

4.05 p.m. Representative from Anglo-Scottish Fish Producers Organisation Ltd., Shellfish.

4.15 p.m. Robert Allan, chief executive, Aberdeen Fish Producers' Organisation Ltd., White fish.

4.25 p.m. Open forum.

FRIDAY, SEPTEMBER 17

9.15 a.m. Registration of delegates.

9.25 a.m. Chairman's opening remarks.

MARKETING

9.30 a.m. Austin Laing, director general, British Fishing Federation Ltd.

10.00 a.m. Spokesman, MacFisheries Ltd.

10.30 a.m. Sigurdur Markussjon (Iceland), Samband of Iceland.

11.00 a.m. Coffee.

11.15 a.m. D. A. Woodcock, B.Sc., trade officer, White Fish Authority, Trade and marketing promotion.

11.45 a.m. Open forum.

12.15 p.m. Break for pre-lunch informal discussions, etc.

12.45 p.m. Lunch.

FUTURE OF FISHERIES WITHIN EEC

1.55 p.m. T. R. Fraser, Scottish Liberal Party.

2.15 p.m. H. Watt, M.P., Scottish Nationalist Party.

2.35 p.m. A. Buchanan-Smith, M.P., Conservative Party.

2.55 p.m. Open forum.

3.25 p.m. Coffee.

3.40 p.m. M. Berendt, EEC Commissioner.

4.05 p.m. John Tomlinson, MP (Parliamentary Under-Secretary of State, Foreign Office).

4.30 p.m. Open forum.

5.30 p.m. Close approx.

ALL ROADS lead to Aberdeen next week for the biggest display of fishing gear and equipment staged in Britain for a long time.

At 11 am on Wednesday, September 16, former Prime Minister, the Hon. Edward Heath, officially opens CATCH '76, the Aberdeen Fisheries Exhibition. The week-long show, which closes on September 21, has attracted over 180 exhibitors and the product line up is impressive with the promise of something new on many of the stands.

The show, which was born out of the CATCH '75 exhibition held in Devon last year, has exceeded all expectations. "This success has been achieved through the close co-operation of the City of Aberdeen and the other sponsors," said Mr. Desmond Corcoran, managing director of the organisers, Eagle Exhibition Consultants Ltd.

Undertaken by a late decision to stage the Scottish Fisheries Exhibition, which took place in Ayre earlier this year, Desmond Corcoran's belief that Aberdeen was the

right place for attracting exhibitors to a major fishing show has paid off. Over 50,000 sq. ft. of space has been reserved.

With overseas firms launching a big bid for orders British suppliers are not going to have it all their own way. Norway, Sweden, West Germany, Iceland and Denmark, Spain, Belgium, Eire and Holland are all heavily represented.

A big push on the UK market will be mounted by Spanish net manufacturers. Nine Spanish net firms will be represented under the banner of Redexport. The Danes will be out in force with 15 participants as well as the Norwegian shipyards under the banner of their association.

A dazzling display of electronic equipment has been lined up from all round the world and two new Japanese echosounders, both by Kelvin Hughes, are bound to cause a stir.

At the conference being staged in conjunction with the exhibition, speakers will be flying in from the United States and Iceland. A lively debate is expected, especially with several leading

politicians putting themselves in the firing line.

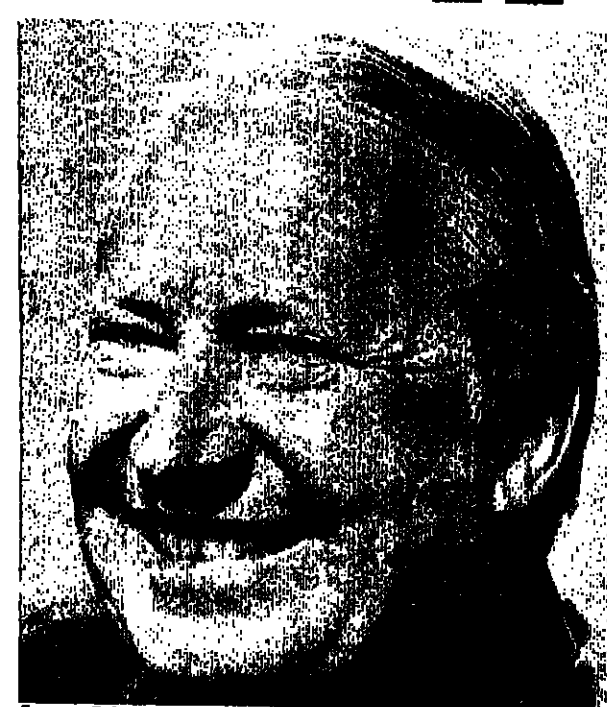
In this preview, we take a look at some of the equipment which will be on show, with a special section on the electronics display starting on page 14.

Napier Co. (Aberdeen). This firm of naval architects and marine consultants has built a big reputation as designers of fishing vessels ranging from small open boats to sophisticated purse seiners and stern trawlers. Apart from steel vessels, designs are also supplied for wood and ferro-cement craft.

Extensive work on fishing boat stability has been undertaken and it was through this experience that Napier first became associated with the industry. Stability calculations are provided for new boats and for buyers of secondhand vessels. A quick 'Lines Plan' service is also provided where these are needed for stability calculations.

Representatives will be available on the stand to advise on new boat designs, modifications to existing vessels and answer questions on stability.

SHOW PREVIEW



Former Prime Minister, Edward Heath, opens CATCH '76 at Aberdeen on Wednesday next week.

European Marine & Machinery Agencies. Main exhibits will consist of marine propulsion machinery from the Swedish propeller manufacturer J. W. Berg AB, of Sweden, and from the German marine gearbox manufacturer, Reinjex.

The Reinjex exhibit comprises their marine gearbox size VAL 1400, specially designed for use with controllable pitch propeller installations. The gearbox has a single hydraulically controlled clutch and power take off shaft with speed increasing ratio 1:1.5 or 1:2.

Also from Reinjex will be a marine reverse reduction gearbox of the type BGA 200. This gearbox is especially prepared for display, having cut-away sections revealing its internal components.

The exhibit from J. W. Berg will be a controllable pitch propeller designed for 550 bhp at 250 rpm, with a diameter of 2300 mm. This unit is one of a series of 37 controllable pitch propellers for shrimp trawlers building in Brazilian yards for operation in African waters.

Ustain (UK) Ltd. The Ustain type 110 GSC gear-box/controllable pitch propeller will be exhibited. This unit has been ordered for the new steel multi-purpose 80-footer under construction at the Bideford Shipyard for the Morse family of North Shields.

A Tenford steering unit and a small starting air compressor from Sperre Mek Verkstedt will also be on display. Ustain are UK representatives for both these companies.

Both propeller and steering units will be working and visitors will have the opportunity to operate them from remote control stands.

CONFERENCE REGISTRATION FORM
To: Waid Morgan Associates Ltd., Ischool Wynd, Glenview, Fife.
Please reserve _____ places for the Aberdeen International Fisheries Conference on Thursday, September 16, Friday, September 17, ("Delete as appropriate")
Fee - £8 per delegate per day (including lunch) £12 per delegate for two days and opening reception.
Name _____
Address _____
Please find enclosed my/our cheque for £ _____
Payable to: Aberdeen International Fisheries Conference
A/C Dr and account to _____

new queen scallop processing line and a new Intel defrosting plant for block frozen catches.

Representatives will be on hand to discuss the company's services which now include complete project management for new processing plant anywhere in the world, including design and construction of premises as well as custom fabrication, installation of machinery to client's requirements.

Sharing the Intel stand are two other companies in the Aberdeen Holdings Ltd. Group: Aberdeen Glassfibre, designers and manufacturers in glassfibre reinforced plastics whose products include the widely used Aberdeen Marker Buoy System and workboats up to a new 16 ft. model for inboard engines; and Aberdeen Boat Centre, suppliers of workboats, outboards, inflatables and chandlery of all kinds.

DRG Merton Packaging. The non-returnable fibre board 4-stone fish box will be featured on the stand. Over the last few months, the wedge-shaped Merstone-4 upon topped fish kit, has been successfully test marketed.

Designed to carry herring and small fish, the Merstone-4 box can also be used for bulk freezing. Attractive colour printing on the boxes is also available. Other examples from the range of 'Pachyderm' fibre board boxes will also be on display.

The speed is 45 fish/min for the smaller fish and 32 fish/min for the larger. The 159 performs the usual gutting operation i.e. slitting of belly and removal of entrails. The head is not removed and no throat cut is performed, the collar bones remain attached to the head.

To allow good bleeding of the fish, the gutting tool is equipped with a guide which is riding on the main bone and thus automatically brings the gutting tool in contact with the heart and the main blood vessels at the main bone close to the head on all sizes of fish.

The gutting tool is combined with a regular circular knife which opens the belly with a smooth cut. The transport of fish through the machine is inclined upward so the fish are discharged from the machine at a convenient height for further transport, inspection or grading.

The machine is driven by V-belt from an electric motor placed in a protected separate compartment in the machine. The electric motor can be replaced by a hydraulic or any other motor.

Intel Engineers. A wide range of fish processing and mechanical handling equipment will be on display and details will be available of a

kw, 440 volts, 50 Hz on which the power unit is a Lister HRW3MA water-cooled diesel.

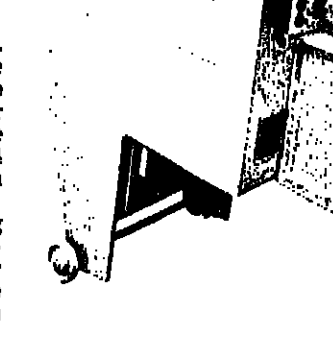
Also a Hamworthy/Lister Distair Compressor set with a capacity of 17 m³/h at a pressure of 24 bar.

As from September 1, parts for Lister marine engines, industrial engines and generating sets became available in the Aberdeen area from a new store operated by Lister's main

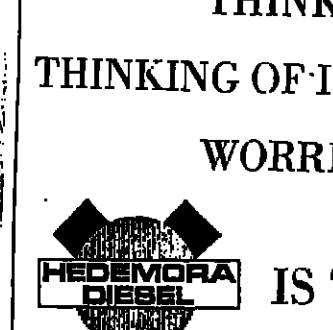
Scottish parts and service distributor, Nicol and Andrew Ltd, 37/43 Clarence Street, Aberdeen, telephone: Aberdeen (0224) 22453.

Parts and services for Lister engines built by R. A. Lister & Co. Ltd, Dursley Gloucestershire, a Hawker Siddeley company.

Baader's latest gutting machine, the 159, is available in two size ranges for cod, haddock, pollock and mackerel.



DRG Merton Packaging. The non-returnable fibre board 4-stone fish box will be featured on the stand.



The throwaway fibreboard Merstone-4 fish box has been designed to carry herring and small fish.

R. A. Lister & Co. Ltd., will feature a new compact diesel engine battery charging set.

This equipment comprises a 1.5 kW alternator powered by the new Lister air-cooled, cold starting type LT1MA diesel engine which has a maximum rating of 3.9 kW (5.25 bhp) at 2500 rev/min, but for certain applications it is available to operate at up to 3000 rev/min.

The Lister display will also include: The water-cooled diesel type JWB8MGR propulsion engine complete with a Lister marine hydraulic reverse reduction gearbox, rated at 303 kW (188 bhp) at 2000 rpm; & type ST2MGR air-cooled propulsion engine with a Lister hydraulic reverse reduction gearbox, rated at 14.9 kW (20 bhp) at 2000 rev/min.

An auxiliary set with generating capacity of 1.5

Lister's new 1.5kW battery charging set, type LT1MA, will be shown on the company's stand (B18) at the exhibition.

Siddeley company, will no longer be available from Mirreles Blackstone Ltd, Aberdeen.

Parts for Mirreles Blackstone engines will continue to be supplied by the Mirreles Blackstone depot at 90 Loch Street, Aberdeen.

Mirreles Blackstone Ltd, with factories at Stockport and Stamford, is also a Hawker Siddeley company.

In conjunction with their associate company Refrigeration (Caledonia) Ltd., they hold franchises for the sale of York, J and E Hall and Grasso refrigerant equipment. The company are also Scottish agents for the Jackson Frost Range of horizontal and vertical plate freezers, automatic, blast and axial freezers.

Specialities in their installation field include all types of cold storage, plate, tunnel conveyor and blast freezing, ice-making and air conditioning.

Waid Morgan & Associates. Financial advice for fishermen will be available from this firm which broke new ground when it launched the highly successful Working Fishing Owners' Benefit Group - a scheme for health insurance.

This company also specialises in handling FBOA grants for the fishing industry.



Refrigeration (Aberdeen) Ltd. For over 20 years this firm has specialised in the supply and installation of refrigeration to the fishing industry.

In conjunction with their associate company Refrigeration (Caledonia) Ltd., they hold franchises for the sale of York, J and E Hall and Grasso refrigerant equipment. The company are also Scottish agents for the Jackson Frost Range of horizontal and vertical plate freezers, automatic, blast and axial freezers.

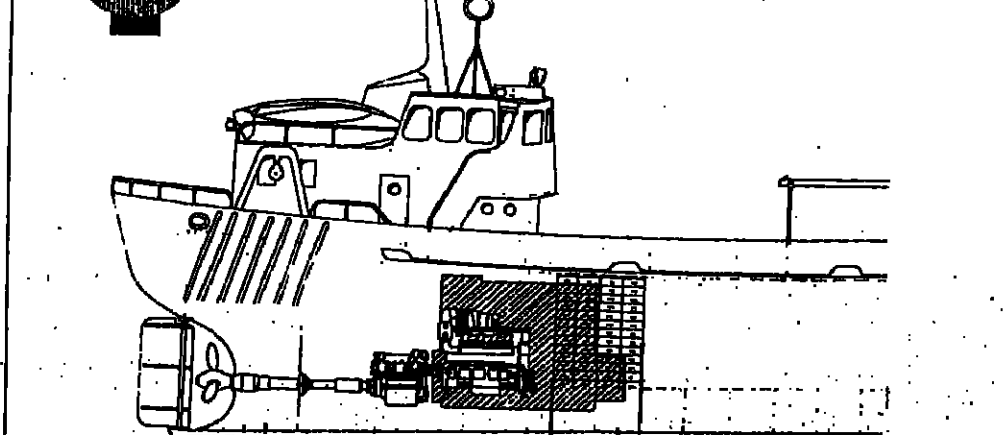
Specialities in their installation field include all types of cold storage, plate, tunnel conveyor and blast freezing, ice-making and air conditioning.

Waid Morgan & Associates. Financial advice for fishermen will be available from this firm which broke new ground when it launched the highly successful Working Fishing Owners' Benefit Group - a scheme for health insurance.

This company also specialises in handling FBOA grants for the fishing industry.

THINKING OF RE-ENGINEING?
THINKING OF INCREASED POWER?
WORRIED ABOUT LOSING FISHROOM?

HEDEMORA DIESEL IS THE ANSWER!



COMPACT
Small dimensions
Low weight
RELIABLE
Proved by many installations
Aggregating millions of running hours
ECONOMICAL
Low purchase price
Low service costs

MARINE DESIGN
Designed for hard marine duties
SIMPLE MAINTENANCE
All parts easy to service
An example: Replacement of cylinderhead: 20 minutes

Great Britain: A. Johnson & Co. (London) Ltd., Villiers House, Strand, London WC2R 2 N 6LB. Telephone: 01-6381841. Telex: 28444.
A. Johnson & Co. (London) Ltd., Claremont, 20 North Colindale Avenue, London NW9 7LE. Telephone: 01-352-7484. Telex: 77811 Johnsons G.W.

Make your own inspection at CATCH '76 Stand No. 020

exhibitors

- | | | | |
|---|--------------------|---|------------------------|
| Aberdeen Boat Centre | B2 | General Services R | A28 |
| Aberdeen Glass Fibre | B2 | Hydromarine International | B 11 |
| Advanced Design Developments Ltd. | General Services D | Industrial Development Council of North Jutland | B 11 |
| Alpha Diesel A/S | General Services X | Intel Engineers | B2 |
| Anderson Packaging (Aberdeen) Ltd. | D5 | A. Johnson & Co. (London) Ltd. | C20 |
| Anglesey Fire Protection | General Services D | Jotun Henry Clerk | D20 |
| Anglo Belgian Diesel Co. (UK) Ltd. | C28 | Karmoy Mek Verkstedt | General Services ZW |
| Anglo-Saxon Marine Construction Co. Ltd. | G2 | Kempas Ltd. | A8 |
| Anglo-Scottish Fish Producers Organisation | E6 | Kelvin Hughes | C8 |
| Armdale Boat Building Co. Ltd. | General Services H | Krupp Atlas Elektronik | Outside Display |
| Arenco-Alite Ltd. | B20 | Kvaerner Kuls A/S | G6 |
| Arthur J. Hargrave Publications Ltd. | A48 | R. A. Lister & Co. Ltd. | B18 |
| Bank of Scotland | B10 | Edward Macdonald & Co. Ltd. | A2 |
| Bideford Shipyard (1973) Ltd. | A32 | Macduff Glassfibre Ltd. | A10 |
| Bollinders Co. Ltd. | C10 | Maroon International Marine Co. Ltd. | Outside Display |
| Boris Net Co. Ltd. | D26 | Marine Fishing Supplies | General Services G |
| Bowater Industrial Packaging Ltd. | E8 | Marine Diesel Services (Grimsby) Ltd. | D4 |
| Bridport Quay | D14 | Moba BV (UK) Ltd. | D28 |
| Brown & Paring (Instrumentation) Ltd. | Outside Display | Morep Ltd. | D36-42 |
| Henry Browne & Son Ltd. | B25 | The Napier Co. (Aberdeen) | A26 |
| Bruce Anghor Ltd. | A44 | Newage Engineers Ltd. | General Services P & Q |
| Motorfabriken BUKH A/S | C22 | Nordischer Maschinenbau Rud Baader | D32 |
| Campbeltown Shipyard Ltd. | B6 | Hugh Norman (Marine Sales) Ltd. | D30 |
| City of Aberdeen District Council | General Services A | Olympic Marine S.A. | A40 |
| Clydesdale Bank Ltd. | C4 | Orkney Boat Builders Association | C18 |
| Cummins Engine Co. Ltd. | C24 | P. W. Insulations | General Services F1 |
| Cygnus Marine Ltd. | Outside Display | Persons Chelms | B9 |
| Dansk Styropeak A/S | D14 | Post Office Telecommunications | General Services E |
| Daunties Marine Engineering & Supply Co. Ltd. | D2 | Radcom Ltd. | D6 |
| Decos Navigation & Co. Ltd. | C2 | Redexport | B12 |
| Decos Rader Ltd. | C2 | Refrigeration (Aberdeen) Ltd. | A30 |
| Delmar Engineering Ltd. | General Services G | Duncan Rogers (Engineering) Ltd. | C30 |
| Department of Trade & Industry | E5 | Royal National Life Boat Institution | E2 |
| D.E.V. Engineering Ltd. | A14 | Saab-Scania | C28 |
| Dutz Engines Ltd. | C30 | Scania (Great Britain) Ltd. | C26 |
| J. Divers & Associates Ltd. | A9 | Scottish Federation of Fishermen's Co-operatives Ltd. | General Services |
| R. L. Dolby (AMBU International) | General Services J | Thomas Scott & Co. Ltd. | General Services Y |
| Don Box Co. Ltd. | D14 | Sea Power Ltd. | General Services V |
| D. R. G. Merton Packaging | D18 | Self-Changing Gears | General Services G |
| Electronics Marine Ltd. | General Services K | Sparks of Aberdeen Ltd. | G4 |
| Electronic Laboratories (Marine) Ltd. | A46 | Charles Slidon Ltd. | General Services T |
| European Marine & Machinery Agencies | B22 | S.S.C.M. "Poyaud" | A20 |
| Export Board of Icelandic Industries | B28 | Sunderland Marine Mutual Insurance Co. | D44 |
| F. A. L. Scottish Propeller Services | A38 | Travel Equipment (Aberdeen) Ltd. | A24 |
| Ferguson & Timpani Ltd. | C22 | Tynedraft Design Ltd. | A40 |
| Fishing Hydraulics (Scotland) Ltd. | Outside Exhibit | Ustain (UK) Ltd. | D16 |
| Floto Limited | General Services B | United Wire Ltd. | A12 |
| Henry Fleetwood & Sons (Marine) Ltd. | B18 | Volvo Penta | C10 |
| Forbes Refrigeration Ltd. | A16 | Waid Morgan Associates Ltd. | D1 |
| L. Gardner & Sons Ltd. | B24 | Walaw Services | D43 |
| Gilbert Gilkes & Gordon Ltd. | B16 | G. L. Watson Co. Ltd. | Outside Display |
| Grange Marine Services | A44 | Robert Watson & Co. Ltd. | A22 |
| James Greig (Wireworks) Ltd. | A50 | Surveillance Security Services Ltd. | D7 |
| Harbort Ltd. | C30 | Whewy Watson (CM) Ltd. | F1 |
| Hedemora Varvstads | C30 | Westmar Marine Electronics | A42 |
| Helly Hansen (UK) Ltd. | D24 | West Norway Shipbuilders Association | A6 |
| | | C. F. Wilson & Co. (1932) Ltd. | C8 |
| | | Woodsons of Aberdeen Ltd. | Outside Display |

- General Services R
- Hydromarine International
- Industrial Development Council of North Jutland
- Intel Engineers
- A. Johnson & Co. (London) Ltd.
- Jotun Henry Clerk
- Karmoy Mek Verkstedt
- Kempas Ltd.
- Kelvin Hughes
- Krupp Atlas Elektronik
- Kvaerner Kuls A/S
- R. A. Lister & Co. Ltd.
- Edward Macdonald & Co. Ltd.
- Macduff Glassfibre Ltd.
- Maroon International Marine Co. Ltd.
- Marine Fishing Supplies
- Marine Diesel Services (Grimsby) Ltd.
- Moba BV (UK) Ltd.
- Morep Ltd.
- The Napier Co. (Aberdeen)
- Newage Engineers Ltd.
- Nordischer Maschinenbau Rud Baader
- Hugh Norman (Marine Sales) Ltd.
- Olympic Marine S.A.
- Orkney Boat Builders Association
- P. W. Insulations
- Persons Chelms
- Post Office Telecommunications
- Radcom Ltd.
- Redexport
- Refrigeration (Aberdeen) Ltd.
- Duncan Rogers (Engineering) Ltd.
- Royal National Life Boat Institution
- Saab-Scania
- Scania (Great Britain) Ltd.
- Scottish Federation of Fishermen's Co-operatives Ltd.
- Thomas Scott & Co. Ltd.
- Sea Power Ltd.
- Self-Changing Gears
- Sparks of Aberdeen Ltd.
- Charles Slidon Ltd.
- S.S.C.M. "Poyaud"
- Sunderland Marine Mutual Insurance Co.
- Travel Equipment (Aberdeen) Ltd.
- Tynedraft Design Ltd.
- Ustain (UK) Ltd.
- United Wire Ltd.
- Volvo Penta
- Waid Morgan Associates Ltd.
- Walaw Services
- G. L. Watson Co. Ltd.
- Robert Watson & Co. Ltd.
- Surveillance Security Services Ltd.
- Whewy Watson (CM) Ltd.
- Westmar Marine Electronics
- West Norway Shipbuilders Association
- C. F. Wilson & Co. (1932) Ltd.
- Woodsons of Aberdeen Ltd.

From:

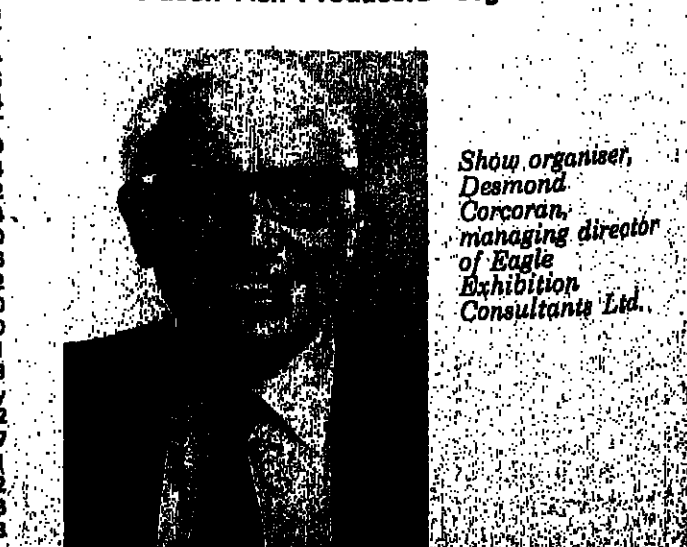
Wednesday, September 15 to Tuesday, September 21.

Daily opening: 10 a.m.-6 p.m.

Venue: Queen's Links, Aberdeen.

Organisers: Eagle Exhibition Consultants Ltd., 16-17 Bride Lane, Fleet Street, London, EC4Y 8AB. Telephone: 01-353-1000

Sponsors: Grampian Regional Council City of Aberdeen Anglo-Scottish Fish Producers' Organisation Ltd. Herring Industry Board Scottish Fishermen's Organisation. White Fish Authority Aberdeen Fish Producers' Organisation



Show organiser, Desmond Corcoran, managing director of Eagle Exhibition Consultants Ltd.

SHOW PREVIEW

FISHING NEWS

Edward MacBean & Co. Ltd. Fishing smocks, frocks and trousers manufactured from the widely used range of Vinea 27 heavy duty PVC on cotton and Vinea 27 medium weight PVC on nylon. Also on show will be the Transatlantic condensation-free waterproof garments, plus a wide range of industrial PVC clothing. Donkey jackets, reefer jackets and heavy oiled woolen knitwear complete the display.

F.A.L. Scottish Propeller Service. On show will be photographs and exhibits of propellers before, during and after repair. Also an example of the new Banford 'Talisman' propeller which has proved to be very successful on Scottish fishing vessels. A stern gear unit complete with 14 in. diam. stainless steel tailshaft, bronze sterntube and propeller will be featured. On

the manufacturing side, the company will be showing several items produced for superhandlers and fishermen. These include: aluminium alloy scoops, reflectors and nerring pushers, stainless steel split links, rings and yokes, mild steel bridges, grapples, box hooks and drag hooks. Also on display will be marine spikes made from stainless steel and aluminium.

Electronics Marine Ltd. The Humber warp tension meter system is now marketed by this Hull firm which holds sole agency rights.

The electronic device gives a direct indication of trawl conditions, including an early warning of the gear coming fast, so that skippers can reduce power more quickly to minimise trawl damage.

The system was developed by the White Fish Authority, and consists of an electronic dual indicator cabinet which is installed in the wheelhouse, electronic load cells mounted in a sensing sheave, and associated stirrup blocks.

The indicator unit, manufactured by Bell Elec-



Above: this drift net machine has been on sale in Iceland for some two years. It will be displayed by the Export Board of Icelandic Industries.

tronics, incorporates a damping device to smooth out bad weather oscillations and also an audible overload alarm capable of being set at any level.

There are two dials on the indicator unit and, when used for twin stirrup trawling installations, these will show the load on each warp.

For pair trawling, only one stirrup is used to the towing post on each vessel, thus giving both skippers a scale to equalise towing powers and a means of ensuring that the net is square.

Arthur J. Heighway Publications Ltd. Publishers of *Fishing News*, Britain's leading fishing paper, which was founded in 1911. Now read by over 60,000 people each week, *Fishing News* covers all the news, views and developments in the industry.

On the world scene, *Fishing News International*, published monthly is the leading journal of its kind, read in 136 countries.

Keeping pace with the fast growing aquaculture industry is *Fish Farming International*, which appears quarterly.

Details of all these publications on the stand.

Clydesdale Bank Ltd. A full banking service will be provided at the exhibition and this will include foreign currency transactions for visitors from overseas.

The Clydesdale Bank also has a large number of branches throughout Aberdeen and visitors to the exhibition will be welcome.

Managers from branches situated at fishing ports in Scotland will be in attendance as well as a representative from the bank's subsidiary Scottish Computer Services which can assist trawler owners and federations on the preparation of pay rolls etc.

Campbeltown Shipyard. General arrangement drawings for a new design for an all-welded steel stern trawler will be displayed for the first time.

This is the first of a new family of stern trawlers which the yard is planning as an addition to its existing well known and well proven range of seiner/pair trawlers.

Twenty-one Campbeltown seiners — based on standard 75, 80 and 85-foot hulls — are now in service with the Scottish and Irish fishing fleets.

John Divers & Associates. Getting to grips with the problem of escaping gas is the U.H.T. 'Gastec' gas detection unit. Fully approved by Calor Gas Ltd., the unit switches the gas supply off immediately a leak is detected and gives off a simultaneous loud warning alarm. Electronically operated, the equipment is claimed to be easy to install and has no moving parts.

Gas detection equipment is now required on all fishing vessels under the new regulations.

Robt. Watson & Co. Ltd. Founded in 1896 to produce clothing for the fisherman, this firm supplies ports all round the U.K. with its well known 'Mer' brand of fisherman's clothing.

Also required for the fisherman are the new 'Mer' brand of fisherman's boots.

September 10, 1976

Orkney Boat Builders Association & Halmatic (Scotland) Ltd. Five boatyards will be represented on this stand. The Association was formed around 18 months ago and members comprise: James Duncan, Burray; J. W. Mackay, Stromness; Halmatic (Scotland) Ltd., Kirkwall and Scarth Engineering (Stromness) Ltd.

A wide range of craft and services are available through the Association including: wooden and GRP fishing boats, hull repairs in wood and GRP, marine engineering services, and a range of GRP storage tanks.

Photographs and drawings will be displayed along with a 21ft. wooden clinker-built lobster boat just completed by Scarth Engineering.

Anglo Belgian Co. Looking for a breakthrough on the British fishing market is a well proven range of medium speed diesel engines, manufactured in Belgium. The range of DX engines (600/750 rpm) from ABC includes 3, 6 and 8 cylinder models covering a horsepower range from 185-1,200. All units are available in naturally aspirated and turbocharged form.

Available for inspection on the stand will be component parts from the DX range of engines.

ABC engines have been manufactured for 80 years, and are used by fishing fleets throughout the world. Now, through the formation of Anglo Belgian Diesel Co. (U.K.) Ltd., an extensive range of sales agents and service depots have been set up throughout this country and Southern Ireland.

D.E.V. Engineering Ltd. This fast growing deck gear supplier will be showing equipment from its range of warp tension meters, power blocks and seine rope drums. A big advantage claimed for the warp tension meters, is that they can be split into two

Halmatic (Scotland) Ltd. built the hull and superstructure of this 28-footer fitted out at the James Duncan yard, Burray.

halves, with each half being fitted to a vessel during pair trawling operations. Hydraulic power blocks are provided in three sizes: a 15in. diam. pedestal unit, 20in. jib-mounted unit and a 27in. diam. jib-mounted unit. A 210° slewing mechanism can be supplied with the jib-mounted power blocks.

Seine rope drums are manufactured from high grade aluminium alloy. All hydraulic motors are completely enclosed. Maximum rope capacity is 20 coils of 3in. rope per drum.

Hollanders Co. Ltd. Well known as the supplier of Volvo marine engines to the fishing industry, this firm is coming up with something new at the show... the Volvo Pentax/Pont a Mousson propulsion system. This package consists of twin marine diesel engines from the 120 series with twin reverse gears manufactured by Pont a Mousson in France. These will be available in the 345, 520 and 580 hp output range.

The twin package is claimed to cost less than a single unit with the same output. Reverse gear has a ratio of 3.5:1.

FISHING NEWS

In the hydraulic pressure, a further safety device prevents one engine engaging ahead of the other.

Coupled to the demonstration gearbox on the stand will be Fleetwood 51 in. stainless steel sterngear and a Brunton 65 in. diam. four-bladed propeller.

In addition, four engines from the 12-model Volvo range, which covers from 20-580 hp, will be on display.

Bridport-Grundy Ltd. In conjunction with their Scottish Division at Peterhead and in association with Jackson Trawls Ltd., Savack Services Ltd., and Polyform A/S this well known company supplies netting, trawls, fitted nets, fish cages and flotation units together with a range of inflatable buoys and fenders.

A comprehensive catalogue of fishing gear will be available on request at the stand and this covers a wide variety of gear for the fisherman and fish farmer.

Wagner Engineering Associates Ltd. A recently

formed company handling the commercial range of Wagner steering gears, it is to exhibit the new Mark 4 Autopilot.

Wagner Engineering of Vancouver, B.C., have been specialists in hydraulic steering systems for more than 40 years.

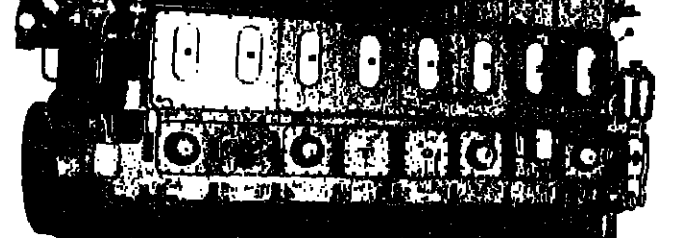
Extensive use of non corrosive materials and enclosed design techniques ensure low maintenance and trouble free operation. For example, in the totally enclosed, grease packed T model, of particular interest to fishing boat and tug owners, typical seal life is claimed to be 10 to 15 years.

Cygnus Marine Ltd. This Cornish boatbuilder and hull moulder has shot to the fore in just over one year. It offers a range of traditional West Country boat hulls which the firm can fit out in part or fully. Also, hulls are available for local yards to complete.

On show at Catch '76 will be a part-complete OM32 boat with engine and stern gear fitted. The power unit is a Ford Sabre 120hp model and the hull colour, an attractive blue.

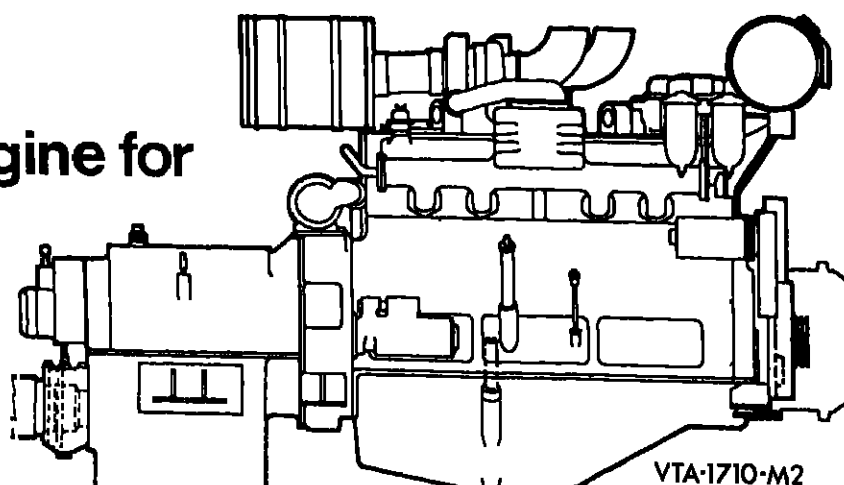
Former Halmatic of Halmatic production controller, John Peters, has now joined Cygnus as works director.

The BMDXC engine from the Anglo-Belgian range.

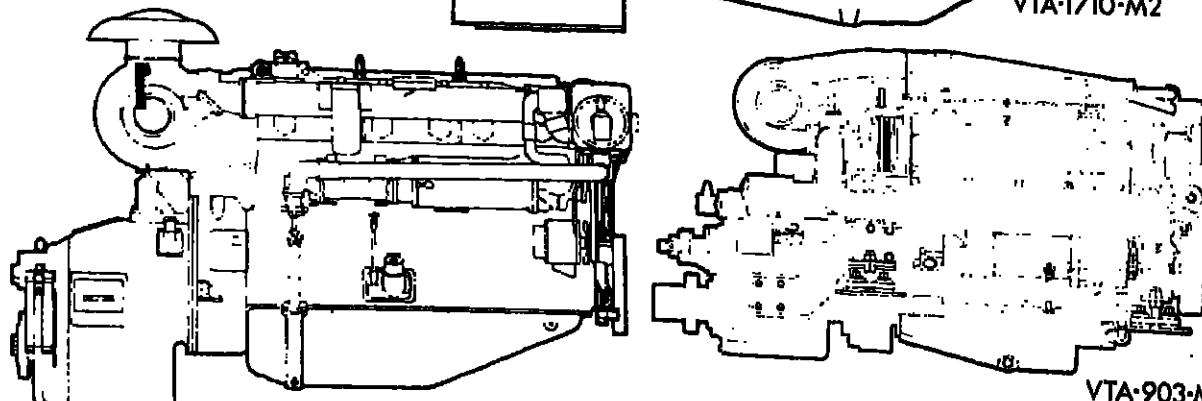


Cummins

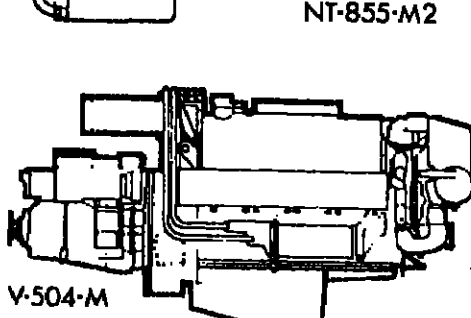
The right engine for your marine application



VTA-1710-M2



VTA-903-M



V-504-M

Cummins Marine Diesels, renowned for their reliability and advanced technology, are available with power ranging from 100 b.h.p. to 1000 b.h.p. for propulsion applications and ships auxiliary duties, generators, bow thrusters, cargo and emergency fire pumps.

The engines are supplied in the U.K. by Cummins Diesel Sales and Service Limited, who also undertake application engineering and the servicing of all Cummins Marine Diesels at their Regional Depots, strategically placed throughout the country. Service locations are also available internationally.

CUMMINS DIESEL SALES & SERVICE LTD.

National Sales Office: Rainham Trading Estate, Dovers Corner, New Road, Rainham, Essex, RM13 8SX. Telephone 53365. Telex 897001.

Details and service can also be obtained from the following Regional Offices:

ABERDEEN, South Anderson Drive, tel. 321839

AVONMOUTH, Unit 3 Barcroft Road, Seaview Trading Estate, Avonmouth, tel. 7811.

BUCKLE, Commercial Road, tel. Buckle 33063.

CARDIFF, 378 Newport Road, tel. 34386.

CUMBERNAULD, GLASGOW, Dunwood Road, Wardpark South, tel. Cumbernauld 27801.

EXETER, Christy Road, Marsh Barton Trading Estate, tel. 76408.

MANCHESTER, Wyndol Industrial Estate North, Manchester Road, Worsley, tel. Swinton 8335.

STOCKTON-ON-TYNE, Eggleston Industrial Estate, tel. Eggleston 792336.

WELLINGBOROUGH, NORTHANTS, Darnley Industrial Estate, tel. 78231.

Cummins Diesel
Sales & Service

fish farming international



Harcostar Ltd. Example from the range of 80 litre, 12 litre and 210 litre open top Mouson drums.

Over 6,000 of the 120 litre drums were ordered early this year by Marling Ltd. of Topham, Devon. These were shipped to Canada for the Devon firm's operation at Digby, Nova Scotia.

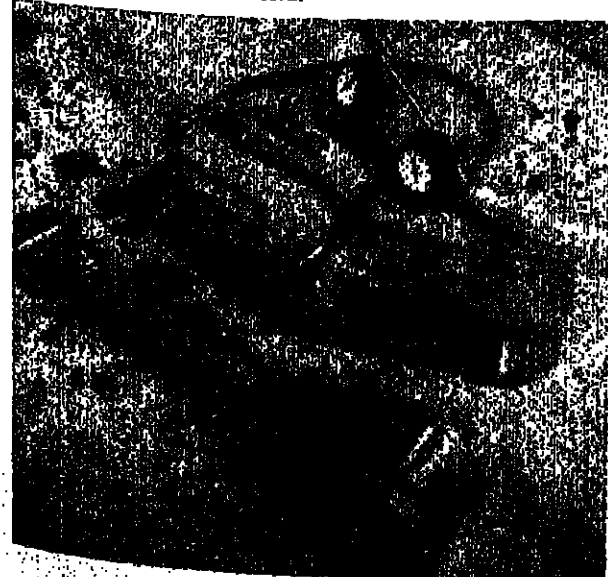
Export Board of Icelandic Industries. This stand will feature a shaking machine for herring driftnets and a deepsea fishing reel. The shaking machine is a fairly new development and has been on the Icelandic market for two years. Trials have shown no difference in the time taken to clean hemp nets and nylon nets when using the machine, thus fishermen are able to use more durable nets.

The hydraulic and electrically driven Elektra deepsea reel is already well known in the U.K. It is claimed that one man can operate two reels at a time, thus doubling his catches.

The Elektra company will also be demonstrating their hydraulic gill-net and long line winches for use on small boats.



DEV's 27in. diameter power block aboard Burton Agnes has a 210 deg. elevating angle. Below: the firm also manufactures hydraulic warp tension meters.



If you're fishing for marine fuels and lubricants, here are the numbers to catch.

01-438 2800 for fuels. And 01-438 2070 for lubricants.

They're the rapid contact points set up by the new Marine Sales Department of Shell U.K. Oil.

This specialised department is now taking care of the bunkering and lubrication requirements of all U.K. domiciled customers. It's manned by helpful, experienced staff, long familiar with the needs of both the inshore and the deep sea fishing industries. So ask them about the top quality fuels and lubricants Shell supply at most ports throughout the United Kingdom. About the development of

01-438 2800 for fuels

services at new locations, if the demand is adequate. And about the credit-card supply facilities, which allow pick-ups without cash at Shell contracted ports at home and abroad.

Or, for details of the comprehensive Shell Technical Services available, dial the special 01-438 3316 enquiry number.

Whether you're operating a single vessel or several hundred, you'll find Shell cut fuel and lubricants problems down to size. The Shell Marine Service is second to none.

01-438 2070 for lubricants



THE MARINE electronics line-up at Catch '78 is very substantial indeed, especially when you consider that the big marine exhibition in Hamburg opens on the day the Aberdeen show ends and might have been expected to attract the major companies to Germany instead of Scotland.

Most of the big names, as well as a few currently not so well known but making their mark nonetheless, will be displaying their wares at Aberdeen. The one notable exception seems to be Redifon, for the perfectly good reason that it rather stole a march on its competitors by sending a fully equipped demonstration vehicle to the Granite City as well as to Fraserburgh and Peterhead where it was recently seen by both fishermen and those more interested in barrels of oil than kits of fish.

Demonstration vehicles are of course a very handy way of taking part in exhibitions like this. You simply fit out your

On the Aberdeen show wavelength

by Bill Maconachie

stand at your leisure with plenty of working exhibits, drive it to the site, open it up to the customers, and drive it away again when the show is over.

Two other electronics firms will be using this ready-made stand method of exhibiting at Aberdeen, one of them in fact, Fried. Krupp Atlas, coming all the way from Germany in support of its U.K. agent, Brown & Perring (Instrumentation) Ltd., whose director George Leiper will be in Aberdeen during the show.

The Krupp Atlas van is carrying an impressive array of seven different echo sounders and four radars as well as Loran and Omega receivers which are wired up for live operation, while a direction finder and a Doppler log will also be on show.

Four of the sounders and three of the radars will also be live and, among the former, the 7901DS deep sea fishfinder should be of special interest with its 31 element phased array transducer which stabilises the sounding beam electronically against ship motion and can also achieve a side scanning effect.

The other fishfinders on show will be the Echograph

new piece of gear although it was earlier reported to be called the Colour-scope K. Anyhow, whatever you call it, I'm looking forward to seeing it as well as the more familiar equipment on board the vehicle.

Also in the mobile unit is a good range of communications units with a Commandant medium power main transmitter plus its Apollo receiver and auxiliary reserve equipment; two vhf sets, the new Argonaut SS and the Corvett SS; and Mariner and Survivor portable emergency radios.

Besides the Chromoscope K the show of fishfinders includes the well known Chromograph K and Graphette K and the NM850A net monitor. There will also be a couple of trawler radars, an Omega receiver, a Lodesstar 1111 direction finder, and a Forecaster K weather chart facsimile receiver.

When you get under canvas and into the main exhibition halls you'll find Decca on Stand 12, shared as usual by the Navigator and Radar companies. The Mk. 21 Navigator receiver and the Mk. 31 Loran C will be on show here, with a display illustrating how the 350T automatic track plotter can be used with either instrument.

This stand will also contain the 450 and 150M Decca autopilots and a range of binoculars and magnetic compasses including the new Mk. 111 transmitting magnetic compass. The radar side is represented by the RM.314 and its bigger 12 in. brother, and the Type 020 will also be

there as well as a working play of the 36-mile Type 10.

And word has come that a brand new Simrad expansion unit, Type 30, will be seen on the Decca stand for the first time in the U.K. The MC, I'm told, can expand any layer of sound between 10 and 480 fathoms and can be used with the Simrad EQ or EK sounders, with or without the CL scope. No room here for more details, but John Burgess deals with this fully on page 8.

Sperry Marine Systems, now always aiming straight at the fishing industry business, is in there too on Stand 12 with two radars, the Mk. 8 and the Mk. 127, and two echo sounders all of which are of the fishing industry type although one of them, the S10K62, also incorporates a chart recorder.

Two Loran receivers, also on the Sperry stand, along with the 8T autopilot, the S10-120 gyro compass, the new Lenseset radar reflector, and the Powerpak main auxiliary power supply unit.

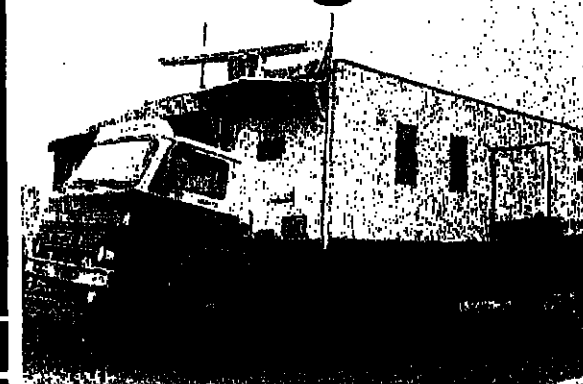
Radar and echo sounders as you might expect, feature on the Kelvin Hughes stand, but a lot of interest is bound to be generated by presentation of the 95 Omni-Sonar LSS-100H, the first time in Britain. This is a middle-range high precision sonar which gives a range of 100 to 300 degrees simultaneously instead of the successive sectors.

In the echo sounder range recent additions such as the new 103 and 131 loc

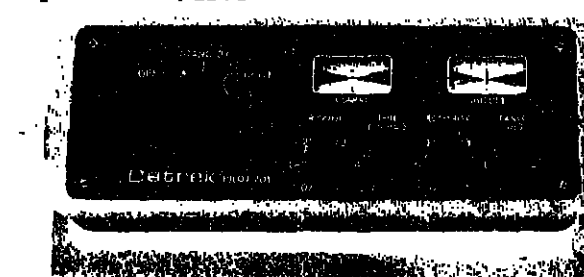
All the way from Canada is the C-Tech LSS-30PT Omni-Sonar, a new model, the LSS-100H, will be announced at the show.



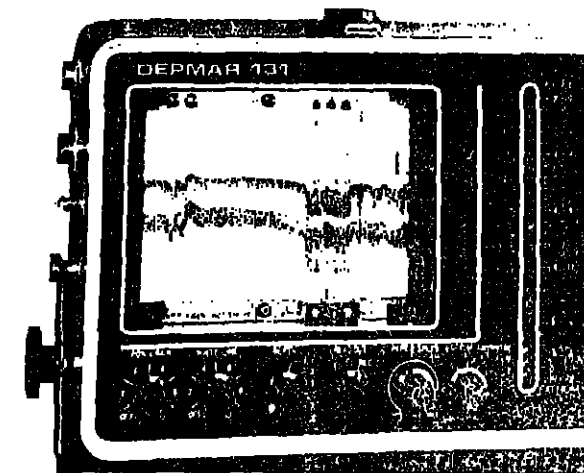
Heading north



The east coast fishing ports of Lowestoft, Grimsby and Hull were recently visited by the Marconi Marine mobile exhibition trailer on its way north to Aberdeen for Catch '78. The vessel electronics was in Hull on Tuesday and Wednesday (September 7 & 8) and Grimsby last week. Considerable interest was shown in the wide range of Marconi Marine electronic equipment, particularly by skipper-owners and others who attend Catch '78.



Above: control unit of Cetrek's Series 701 autopilot. Below: hit of the recent West country show, the Depmar 131 low-cost echo sounder.



Hit of the recent West country show, the Depmar 131 low-cost echo sounder.

Honda's Depmar series are being shown.

Conventional radar, Situation Display (just recently type-approved) plus radio telephones, autopilots and logs will all be on the KH stand to illustrate the choice of equipment to make up complete electronics packages suitable for inshore, near water, or distant water fishing.

Naturally the well known local firm, Woodsons of Aberdeen, Ltd., will be exhibiting, showing its own intercom, and talk-back equipment and a wide range of other electronic gear including Eloc sounders, Fischlupe, Sonar and netsonde, 'Sailor' and vhf sets, and Robertson autopilots, as well as Oki radar.

Other Scottish companies present specialising in electronic equipment for marine and particularly fishing use will be Grange Marine Services, Ltd., of Falkirk, and Alexian Electronics, Ltd., of Dundee and Edinburgh.

Grange is sole Scottish distributor for Cetrek autopilots and hydraulic steering and also handles the Danish Dancom communications equipment, Electronic Laboratories' Seavoyce and Seascan radars and Seavoice vhf, and the American Wesmar sonars as well as such other lines as Unan generators and Bruce anchors.

Electronic Laboratories (Marine) Ltd., in fact has its own stand at Catch '78, of which more later, but staying with Grange for the moment this Falkirk firm is making a special feature of four new Wesmar scanning sonars making their U.K. debut at Aberdeen.

Of these, two are the SS220 high frequency model with a 10m CRT presentation and a scanning range of 1000 metres; and the low frequency SS230 scanning to a maximum of 1500 metres and also with a 10 in. CRT but with a 10 in. CRT presentation, the latter being similar to a radar P.P.I. while, in the former, the trace moves from left to right across the screen.

The other two Wesmar newcomers are the SS115 — an improvement on the earlier SS110 — and the SS160 which now replaces the SS150. Both these systems use sensors which have a stabilised transducer system which compensates for pitch and roll up to plus 25 degrees.

Wesmar's European operations manager, Nathan Rounley, will be there in support of Grange, which is bringing its demonstration vessel in. Dunedin to Aberdeen for the exhibition.

SHOW PREVIEW Local chefs boost fish

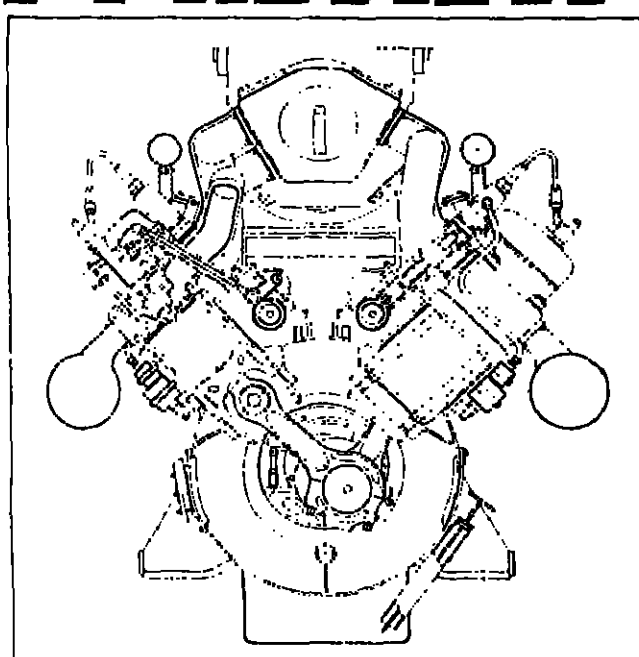
A. Johnson & Co. (London) Ltd. A new Hedemora VB vee engine will be the centre of attraction on this stand.

The diesel, one of a range by Hedemora Verkstad, is a development of the firm's VA series engines. They have a cylindrical crankcase and cylinders at 90 deg.

A six-cylinder test engine of the VB series has been running for 18 months — and the firm is producing an 18-cylinder model.

The Hedemora range comes from Sweden and has proved popular for use in ships. The company is eyeing the market for fishing vessel engines in the U.K. and has scored a first on a boat now building for Skipper Alan Morse of North Shields.

The design of this steel craft, under construction at the Bideford Shipyard, centres around a compact Hedemora engine which develops 600 hp, but is only 4 ft. long.



Cross-section of a Hedemora VB vee engine. The Swedish-built range are high-speed and compact four-stroke units.

WHO IS Aberdeen's top fish chef? With Catch '78 concentrating on the catching and processing of fish, the WFA and HIB will be trying to find the answer to this question in an effort to publicise the end product.

A series of fish promotion presentations will take place in the North of Scotland Hydro-Electric Board demonstration theatre on September 17, 20 and 21.

Domestic science teachers, housewives, entering college students and hotel and boarding house chefs are being invited to prepare a cold fish dish for the competition.

Among the firms whose products will be on display are: Findus Ltd.; Robert Croan & Sons, Edinburgh; B. A. Britton, London; British Fish Canneries, Fraserburgh; Crowe & Blackwell, Peterhead; Marshall's Ltd., Fraserburgh; and Bloomfield's Ltd., Aberdeen.

Royal National Lifeboat Institution. The important rescue service given by this voluntary organisation will be featured on the stand. In conjunction with H.M. Coastguard, the RNLI are to mount a simulated sea rescue within view of Aberdeen's beach on Saturday, September 18.

The exercise will involve personnel of both these vital services and will give spectators an opportunity to see Aberdeen's new 18 knot self-righting life-boat BP Forties, which went on station at the port early in June, in action. It is anticipated that a helicopter rescue demonstration will also be arranged.

Because of the state of the tides off Aberdeen during the period of the exhibition, it will be possible to carry out the exercise on one day only.

The demonstration is scheduled to commence at about 10.30 a.m.

Fish Hydraulics (Scotland) Ltd. An extensive range of hydraulic deck gear will be available for inspection, including two of the small hydra power blocks recently supplied to some of Scotland's top seine netters.

Both pedestal and rail mounted power blocks will be demonstrated.

This Aberdeen based firm also supplies a range of winches for trawling and purse seining, plus cargo, anchor and topping winches. Information will also be available on the stand for fish pumps, line haulers, bow thrusters and control gear.

The new seiner-trawler Morrig, which will be putting in a demonstration call at Aberdeen during the show, will be featuring a range of equipment supplied by Fish Hydraulics.

Jotun-Henry Clark Ltd. Examples and specifications of paints and coatings for protecting ships.

Specialised paints required for different parts of a vessel will be featured. These will include DTF approved fire retardant paints used in engine rooms and crew quarters.

With the warm weather encouraging the growth of marine borers on wooden hulls, Jotun-Henry Clark has formulated specifications to help combat the gribble menace.

Advice will be available on how to protect wooden vessels and structures (such as harbour piers) against gribble, and what to do if the wood has already become affected.

Sunderland Marine Mutual Insurance Co. The Hull Boiler Scales — is also included in the stand this year. Based in Peterhead, HBS offers a complete supply service for ships and oil rigs.

The company's annual

Anglosey Fire Protection. On this stand will be the BTM fire extinguishing system for engine rooms and engine compartments.

Relatively low pressure lightweight gas cylinders are used. An empty standard forty-pounder weighs only 12 lb. A full forty-pounder protects 2,000 cu. ft.

Engine compartments (unmanned spaces) are filled with BCF gas which is toxic and should not be used in enclosed, manned areas.

Fire alarms and detection equipment, fire hoses, sprinkler heads, and a comprehensive range of fire extinguishers all to Dof standards, will also be displayed.

Sunderland Marine Mutual Insurance Co. The Hull Boiler Scales — is also included in the stand this year. Based in Peterhead, HBS offers a complete supply service for ships and oil rigs.

The company's annual

Wide range of gear from the Pennines

EXHIBITING AT CATCH '78 will bring one firm closer than usual to the sea. Although based in the heart of the Pennine region of Yorkshire, Mores Ltd., is a major supplier of equipment to the fishing industry.

This fast growing company supplies a wide variety of equipment from ropes and twines to ice-making machines. The most recent addition to its range, is the distribution of 'Trawlax' chain and alloy components in Scotland.

At the exhibition, a video tape film will be shown demonstrating how the versatile 'Trawlax' components slot into the trawling gear.

There will be an international look about the stand, with personnel from the Norwegian firm of Norvinch on hand to discuss their range of winches, steering gear and engines. Featured from the Netherlands will be a range of ice

making machines with an output of 1.2 to 10-tons per 24 hours plus, the introduction of a small ice-making plant suitable for small boats and shore operation.

From Sweden there will be a hard wearing oilskin suit which has proved very popular in the UK and trawls from the well-known Norwegian net manufacturers, Norsenot Ltd.

The Norsenot range includes trawls for white fish, herring, shrimp and industrial fishing. In addition to the 'Octopus' and 'Hoover' trawls popular for industrial fishing and pair and bottom trawls, Norsenot also supply trawl doors.

A lot of Mores' success started with its ropes and twines. Mores, Moresprop and Moresprop are now well established brand names in the field of synthetic ropes and twines.

To put fishermen on a footing, a non-slip rubber ring matting has been supplied for many

trawlers. This matting used extensively in wheelhouses, accommodation areas and gangways; it is also suitable for open boats alongside port haulers or on the walk, from the hauler to stacking pots.

The firm was established in 1955 by the present chairman, Mr. J. C. Golding, whose father was a trawler owner in Fleetwood. This connection with the trawling is still kept going, through two vessels which the firm has an interest in.

Although situated far inland from the major fishing ports, distance does not present any problems when supplying customers. Stocks of ropes, twines, netting, 'Trawlax', etc., are held in strategic centres, with warehouses in Aberdeen for the Scottish industry.

For ex-stock items, Mores, claim that delivery can be arranged anywhere in Scotland within two days and to the Scottish Islands within seven days.

Don't cut hull costs to the bone

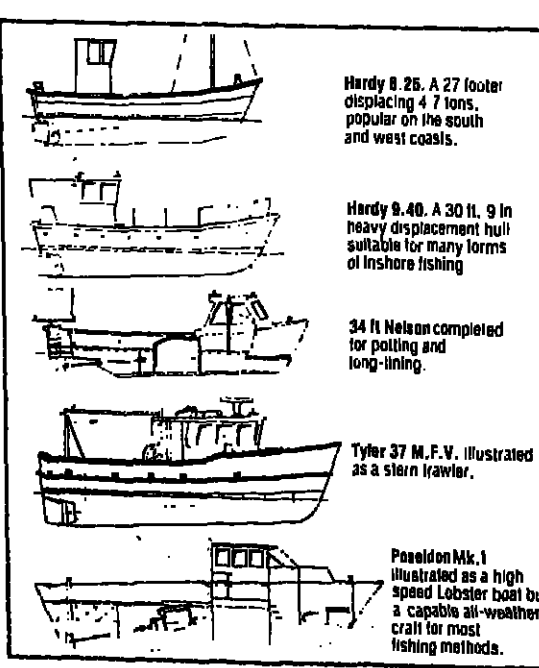
Building and fitting out a fishing boat is far from cheap, and no fisherman worthy of the name economises on nets, equipment or electronics — they are tools of the trade. All the more surprising then that some owners shop around for the cheapest hull on the market, ignoring potential maintenance costs, durability and even the safety of life and limb.

Tyler hulls are not cheap. But we firmly believe that they are the best. We employ the best designers, we use the best glass and resin materials and our moulding techniques have been proven on the seven oceans of the world. Small wonder that discriminating fishermen, pilotage authorities and public services turn to Tyters for rugged reliability.

Fishermen agree that you get out of fishing what you put in, whether it is money, effort or skill. So only the best — not the cheapest — is good enough.

When you come to sell a boat built on a Tyler hull, you can expect to reap an additional benefit — a re-sale value which justifies your foresight.

Tyler Boats Company offer hulls and superstructures suitable for fishing and commercial craft from 18 to 75 ft.



Hardy 8.26. A 27 footer displacing 4.7 tons, popular on the south and west coasts.

Hardy 9.40. A 30 ft. 9 in heavy displacement hull suitable for many forms of inshore fishing.

34 ft Nelson completed for polling and long-lining.

Tyler 37 M.F.V., illustrated as a stern trawler.

Peaseholm Mk. 1, illustrated as a high speed lobster boat but a capable all-weather craft for most fishing methods.

All Tyler fishing vessel mouldings can be supplied to comply with Lloyds and W.F.A. requirements.

Tyler Tyler Boat Co Ltd
Sovereign Way
Tonbridge Kent
Tel: Tonbridge 65111

Please send me details of: 34 ft Nelson ☐ Hardy 9.40 ☐
Hardy 8.26 ☐ Tyler 37 M.F.V. ☐ Peaseholm Mk. 1 ☐

Name _____
Address _____

September 10, 1976

SKIPPER FITS OUT PURSER AFTER YARD GOES BUST

PETERHEAD'S new 86ft. purse seiner *Morning Star* has taken 8½ years to build — and in that time her price has rocketed. The skipper even ended up organising her completion when the original builders went bust.

She was ordered as a seiner-trawler and her keel was laid in April 1973 at the Berwick on Tweed yard of Inverclyde Marine International. The vessel was to be built on a fixed-price contract of £150,000 and delivered in 12 months.

During the early stages of construction, Skipper James Duncan of Peterhead decided to have her equipped for purse seining in addition to trawling and fly-dragging seining.

The builders said the modifications would only add another six months to the delivery date and her owners then expected she would be ready for sea at the end of 1974.

By early 1975 she was still only half completed — and then the yard went bankrupt.

Skipper Duncan decided to have the boat towed up to Peterhead where he would supervise her completion himself. He employed local firms to carry out the work.

Speaking to *Fishing News*, Skipper Duncan said he estimated her final cost will be in the region of £400,000. In addition he has lost about two years' fishing with her.

Skipper Duncan said he is very pleased he took over completion of the boat. He had not been happy with work done in her engine room at Berwick.

He said the layout was just not practical and it had been necessary to have it all altered before he was satisfied with it.

Skipper Duncan added that he is very grateful for help given by the White Fish

Authority's marine surveyor in Aberdeen, also for the sympathetic attitude of the Herring Industry Board which provided financial assistance for building the vessel.

Fitting out work has been done by four main firms. Engineering and steel fabrication has been carried out by Northern Engineering Works of Seagate, Peterhead.

Joinery and plumbing has been undertaken by the Peterhead firms of A. and J. Buchan and Thomas Buchan,

respectively, while a Fraserburgh firm, Alexander Stephen, has done the electrical installation. The inclining experiment will be carried out by the Napier Company of Arbroath.

Morning Star's lines were designed by Tynedraft Design Ltd., of Newcastle on Tyne, but differ from other Tynedraft seiner-trawlers in that the boat is about 9in. deeper.

Skipper Duncan says Tynedraft has a reputation

for designing a good seaworthy hull, and that he is very pleased with the lines of *Morning Star*.

With an overall length of 86ft. and registered length, 79ft. 11in., *Morning Star* has a moulded beam of 22ft. 8in. and moulded depth of 12ft. 9in.

Below left: *Morning Dawn's* Karmoy purse and trawl winch in position. Below right: close-up of the Triplex 504/300 net winch.

The main engine is a B. and W. Alpha 407 26 V0 seven-cylinder, air-starting, diesel which develops 700 hp at 400 rpm. It drives a variable pitch propeller housed in a fixed nozzle.

Alpha supplied the entire propulsion unit including propeller, nozzle, shafting and stern tube, plus the remote controls and alarm panel.

A bilge and general service pump, and water circulating pumps are integral in the

September 10, 1976

design of the main engine. The various hydraulic pumps for the deck machinery, and for the 105 hp Brunvoll side thrusters, are powered from a Karmoy gearbox driven off the fore end of the main engine through a flexible coupling and frame clutch.

Belt-driven off the fore end of the main engine are a 25kW, 110V, McLure generator and a 24V Transmotor generator.

The auxiliary engine is a Lister HRW6 unit of 84 hp at 1,500 rpm.

A 3in. Gilbert Gilkes and Gordon bilge and general service pump is driven directly off the fore end and a 24V Transmotor generator is belt-driven from the fore end.

Driven in-line off the after end is a 25kW, 110V, McLure generator, while a Vickers double hydraulic pump unit can be driven through an Anderson clutch off the after end of the generator to power the deck machinery for fishing gear retrieval in an emergency.

Other equipment in the engine room includes two Worthington Simpson air compressors and a 3in. Desmi bilge and general service pump driven by Scotts of Belfast electric motors. Compressed air bottles can also be filled from the main engine cylinders.

Pumps

A pump for cooling the hydraulic system is driven by a small four volt motor. The fuel transfer pumps are driven from the main engine, but there are also a GGG electrically-driven pump and a semi-rotary hand pump for standby use. Ventilation in the engine room is provided by Woods of Colchester fans.

Some 4,000 gallons of fuel oil, and 700 gallons of fresh water, are carried in tanks under the fishroom.

It was decided to put the fresh water tank in this position, rather than aft, so that there would be more buoyancy at the stern for carrying the purse seine. Water ballast is also carried in two tanks aft and in one forward.

Deck layout is similar to that of other modern purse seiners in the Scottish fleet. The deckhouse is extended to the bulkhead is heightened aft to provide ample space for stowing the purse seine.

Most of the deck machinery is by Karmoy and includes combination purse and trawl winch, fly-dragging seine net winch, boom swinger, topping winch and anchor windlass and 14in. fish pump with fish and water separator.

Fitted on the port side, just aft of the wheelhouse, the purse and trawl winch can carry both purse and trawl wire ready for working.

It has two independently-driven shafts, each fitted with one purse drum and one trawl drum. Each shaft is driven by its own hydraulic motor, with local controls, and each motor is fed by a separate hydraulic pump.

Clutches and brakes are manually operated and there is an emergency stop control in the wheelhouse.

The fly-dragging seine net winch, together with a Beccles rope collar, are fitted aft of the deckhouse but will be removed when the boat is carrying purse seine gear.

A Triplex 504/300 six-ton net winch is mounted on the starboard side of the deckhouse and has an associated Triplex transport roller. Altogether, six Vickers hydraulic pumps are driven from the single-input, multi-output, Karmoy gearbox at

Morning Dawn's port side main engine, while at sea the hot water from the main engine can be diverted for central heating and domestic purposes.

Gantry-type trawl galleys are fitted on the after corners of the deckhouse, and masts and derricks are of steel.

Morning Star carries the same name as a wooden drifter built for Skipper James Duncan's father.

Another pump drives the net winch and transport roller, while a further pump drives the spooling gear of the purse and trawl winch and also lubricates the Karmoy gearbox.

The Brunvoll side thrusters are driven from the two remaining pumps.

The fishroom is insulated throughout, and lined with steel at its after end so that chilled seawater tanks can be fitted at a later date if required.

Aluminium posts and boards are carried, and the fore end of the fishroom is lined with GRP. One steel hatch with an aluminium cover is fitted over the fishroom and this has a small access hatch set within it.

Woodsons of Aberdeen has supplied much of the wheelhouse equipment, including Elac Mirel Ladar sonar and Sonarscope, Elac LAZ 71 echo sounder and Fishlups, Robertson AP6 automatic pilot, 'Sailor' T122/R105 SSB radio telephone, 'Sailor' RT144 and RT142 VHF radio telephones, a Mermaid 21 Watchkeeping Receiver and a Woodsons Talk-Back system.

Decca has supplied a Mk.21 Navigator, 350T Track Plotter, RM914A radar and Simrad FL Trawlank net sounder. A Furuno 24-mile radar has been fitted by Redifon.

Steering

Other fittings in the wheelhouse include two Bostrom Viking helmman's seats, Tenford H115 ESG steering gear, a Wynstrum window wiper, and McGregor and Macphail navigation light indicator.

There is a Francis searchlight on the wheelhouse top and Chalmitt rubber-cased floodlights are fitted on the superstructure.

A cabin for the skipper leads off the after end of the wheelhouse and bunks for ten are arranged in the forward end of the deckhouse, below the wheelhouse, and is fitted with a New World gas cooker, stainless steel sink unit and an LEC 24V fridge. Shower, wash, hand basins and w.c. are also located in the deckhouse.

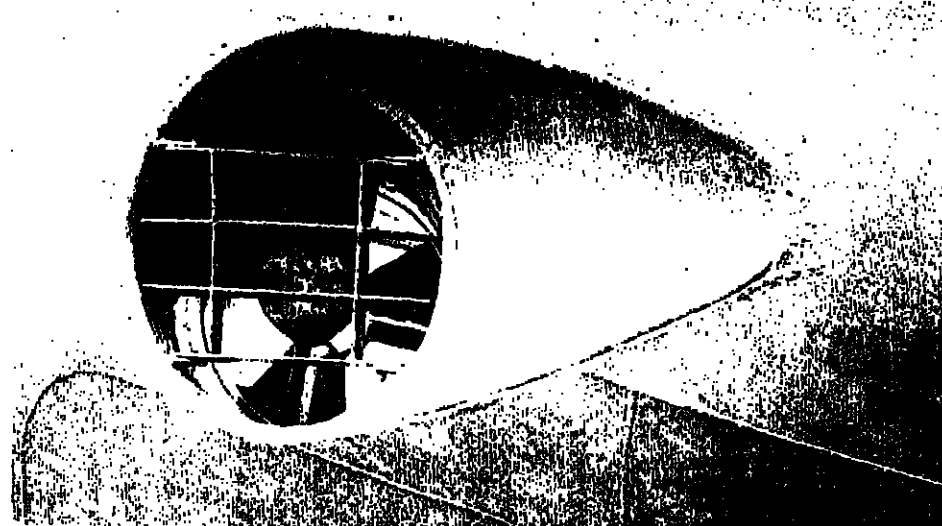
The starboard side of the deckhouse is arranged as a net mending area.

A Perkins oil-fired boiler in the engine room provides central heating and domestic hot water.

Hot water from the boiler can also be used to warm up

FISHING NEWS

17



Skipper George Duncan, by Thomas Summers of Fraserburgh. This vessel won the Prunier Trophy at the East Anglian herring fishing in 1955.

In 1958 Skipper George Duncan had the 75ft. *Speedwell* built at the Peterhead yard of Richard Irvin and Sons. She won the Boothby Trophy at

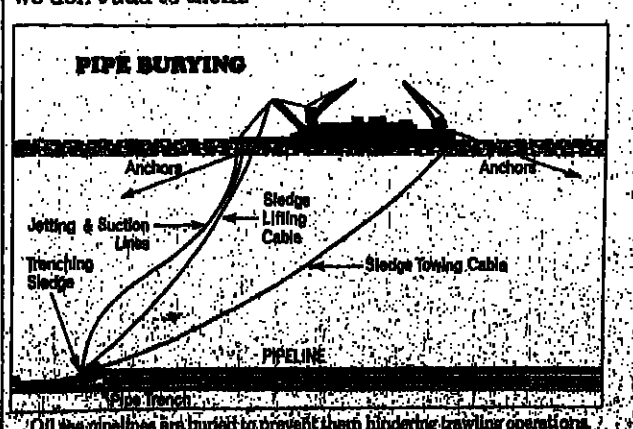
Continued on Page 18

The Boothby Trophy winning *Speedwell* built for Skipper Duncan in 1958.



We know that oil is not the only resource in the sea.

Nowhere else in Europe is there such an abundance of good fish as there is in the waters around Shetland. But Shetland's fishermen already face increasing problems and we in the oil industry are making sure we don't add to them.



To this task we have brought a vast amount of conservation experience and have consulted the fishing industry at every stage. Above all we have drawn on the unique experience of local fishermen.

One result of all this is that the pipelines from the oil fields will be buried under the seabed. And when we cross rivers and inland waters too, we are taking good care not to cause disturbance.

The passage of tankers to and from the Sullom Voe terminal, and the siting and landscaping of oil storage and other installations ashore, have all been the subject of extensive discussion and agreement with local authorities, industries and other interests.

They are part of the wide range of oil industry conservation activities which cover many aspects of life in Shetland — its landscape, wildlife and traditional industries. All are designed to make sure that as we cast the net of progress more widely, we do nothing to hazard existing resources.

Issued by the Oil Industry in Shetland

Morning Star

From Page 17

Peterhead in 1961 and 1963. Unfortunately, *Speedwell* was later lost off the west coast. The Duncans then bought the 75ft. *Fear Not* from Aberdeen owners. She, too, had been built by Irvin in 1958.

In recent years *Fear Not* has spent much of her time fishing for shrimps from Peterhead, and for sprats off the Tyne.

The new *Morning Star* will most probably go industrial

fishing for a few weeks to herself worked in.

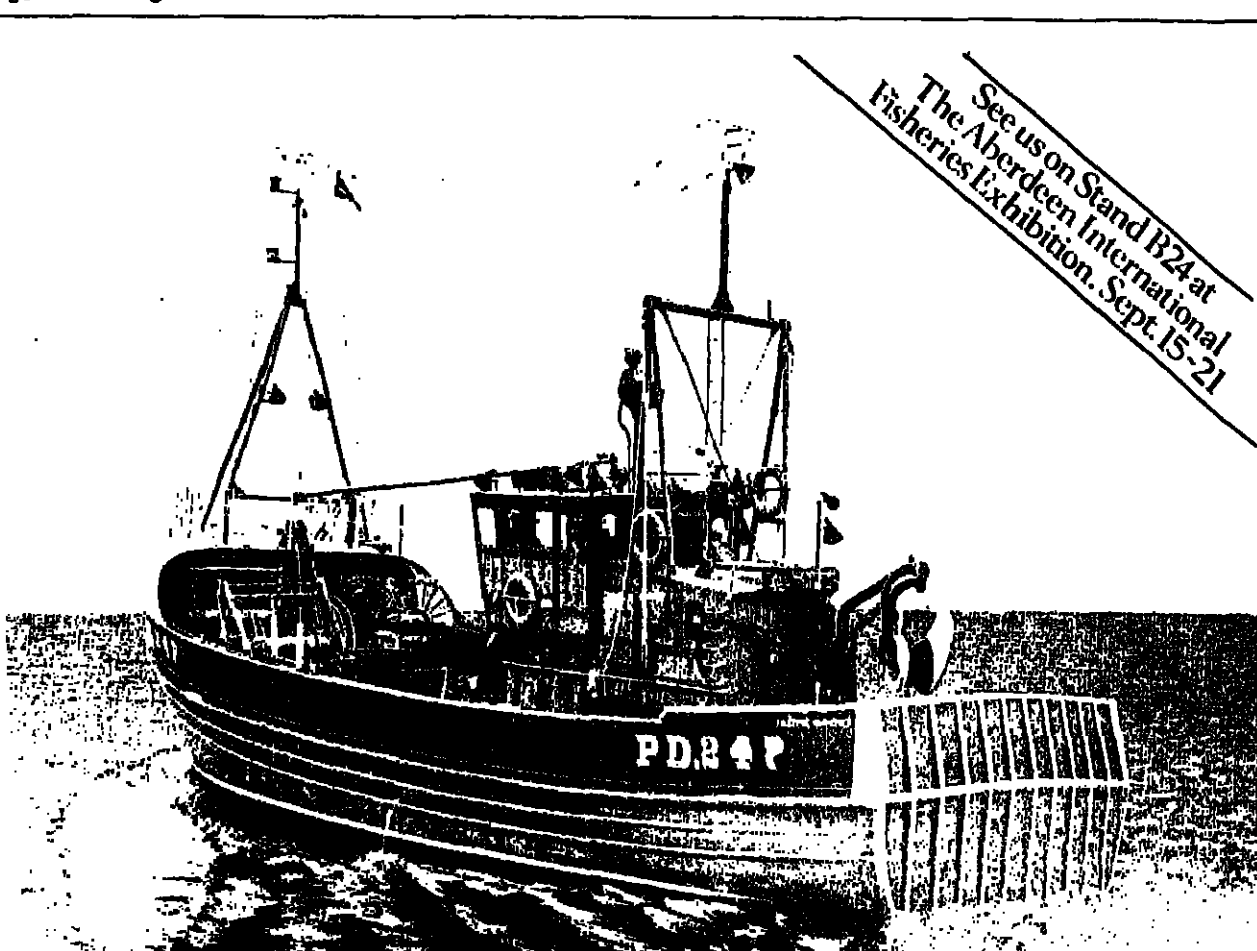
Then, she will take delivery of her 300 x 90 fathoms long purse seine from J. W. Stuart of Musselburgh, and a 240 x 50 fathom net purse seine from Norway.

Skipper James Duncan says they will just go whatever fishing presents be the most profitable, they might well go to last fishing off the Tyne this winter.

The boat also has trawls from Apeldoorn, Holland.



Morning Star on the Peterhead slipway being painted before completion. This picture shows her Tynedraft-designed lines to good advantage.

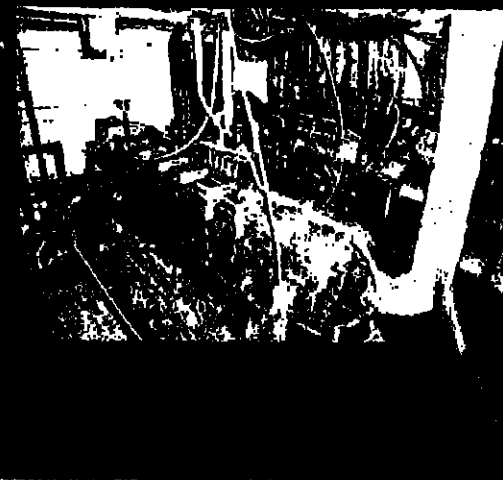


Fruitful Harvest III with

GARDNER

Main and Auxiliary Engines

Efficiency, Durability, Refinement.



View of Engine Room showing 81.3B main propulsion engine with 6L N auxiliary

MARINE DIESEL ENGINES
Power Range 127-230bhp

Gardner & Sons Ltd.
Barton Hall Engine Works, Patricroft,
Foles, Manchester, M14 6JL

Go-ahead for ice store on Ullapool pier

THE North Minch Fish Sailing Co. Ltd. is to build an ice silo on Ullapool harbour pier at a cost of £87,500.

Building warrants for construction of the silo were granted by Ross and Cromarty building control committee last week to Kinnord Associates of Culter, which is acting on behalf of the North Minch company.

The proposal had originally been opposed by the master of works department, but the deputy master of works, Mr. G. W. Lemmon, told the committee that his department is now recommending approval.

But it is still opposing an application by the Scottish Transport Group for warrants to alter the Old Fish House at Ullapool for use as offices and other accommodation to be shared with

the Highlands and Islands Development Board at a cost of £31,000.

The committee grants warrant to Robert Irwin of Achiltibuie, for the construction of a smokehouse to be used for fish curing for his hotel.

Boatyard in trouble

WORKMEN at the James N. Miller boatyard in the Monans have been told that the order book is empty and 40 jobs are affected.

One of the last vessels to be completed at the yard was the *Arcturion*, built for the Murray family.

A description of the yard is given on page 18.

September 10, 1976

SHE TLAND'S latest steel trawler was built on the Humber by the Thorne yard of Richard Dunston. Designed for seining and trawling, *Starina* belongs to seven co-owners all from the Shetland Isles. In command is Skipper David Anderson.

Starina started her fishing career on sandeels — and she brought such a huge catch back to Lerwick, Shetland, one night she started sinking!

While lying in port waiting to unload, water seeped down the cable leads and into the forward locker.

One purser towed her from her berth to beach her, but the tow line broke and she had to be held up by wire hawsers.

Starina has a length oa of 75ft. 6in.; length bp, 69ft.; moulded beam, 21ft. 2in.; moulded depth, 10ft. 10in. and moulded draft amidships, 8ft. 6in.

Of all welded construction, she is built throughout of Lloyd's-tested Siemens Martin mild steel and, like many vessels of her type, is not classed or surveyed by Lloyd's.

She is of round bilge form with cruiser stern and raked soft nose stem; sub-divisions run from forward into net store, fishroom, engine room, accommodation and steering gear compartment. Under Part IV measurement the vessel is 48 gross tons.

The 400 gallon fresh water tank is sited under the fishroom and 3,000 gallons of fuel oil are carried in the engine room. Propulsion is provided by a Kelvin TBC8 eight-cylinder, turbo-charged, engine which develops 500 bhp at 1,350 rpm. It drives a Liasa three-bladed, 1700mm, variable pitch propeller through a Liasa ACG45/355 gearbox of 4:1 reduction ratio. The propeller is housed in a Liasa nozzle.

Electric 24V starting is provided, and auxiliary equipment driven from the main engine includes 22kW variable speed 110V d.c. Transmotor generator, type ACG800, and an AC90 battery charging alternator.

The auxiliary engine is a Ford 4/60 four-cylinder unit which develops 58 bhp at 1,800 rpm.

The auxiliary is flexibly coupled to a layshaft which has three 'V' belt pulleys driving a Gilbert Gilkes and Gordon 300/875 Series M bilge and general service pump, a CAV AC90 24V alternator and a Dowty double vane pump to drive the

winch for gear retrieval and fish unloading.

Directly driven from the layshaft, through a flexible coupling, is a 20kW 110V Transmotor generator.

Other equipment in the engine room includes a GGG 300/875 Series M electrically-driven pump and 110V supply and extractor ventilation fans.

Fitted on deck is a Sutherland combination seine and trawl winch with capacity on its trawl drums for 800 fathoms of 1 1/2in. circ. wire.

The winch is powered by a Dowty variable delivery hydraulic pump, driven off the fore end of the main engine through a clutch and a Sutherland 2:1 step-up gearbox.

A Wilson type 24/1A/BB 24in. power block is installed aft of the deckhouse and is driven by a hydraulic pump mounted on the Sutherland gearbox.

A Beccles rope coiler is driven from the seine winch and feeds the ropes down into storage bins located forward of the fishroom.

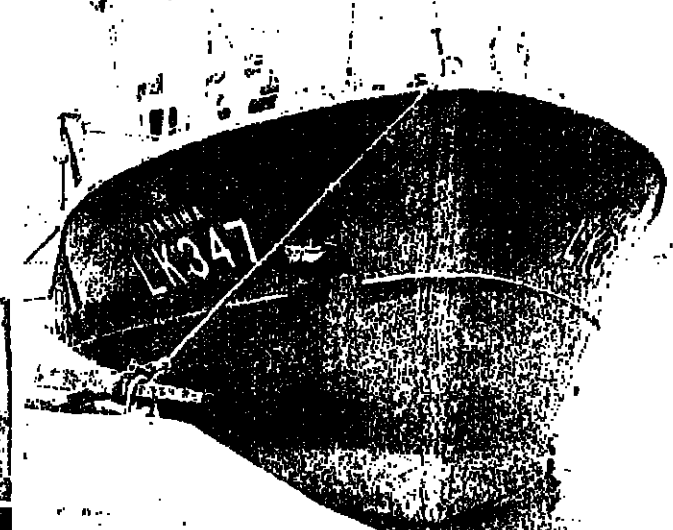
The fishroom has a capacity of 3,000 cu. ft. and is arranged for carrying fish in boxes or bulk. The fishroom is insulated on sides, deckhead and bulkheads with type S125 glassfibre slab insulation and lined with calcured redwood.

Aluminium stanchions and division boards are fitted and the fishroom floor is of 60mm

and feeds the ropes down into storage bins located forward of the fishroom.

The fishroom has a capacity of 3,000 cu. ft. and is arranged for carrying fish in boxes or bulk. The fishroom is insulated on sides, deckhead and bulkheads with type S125 glassfibre slab insulation and lined with calcured redwood.

Aluminium stanchions and division boards are fitted and the fishroom floor is of 60mm



Two views of *Starina* before she sailed from her Humber builders yard. The 75-footer is powered by a 600 shp Kelvin diesel and has a Wilson 24in. power block.

calcurised douglas fir with a void space below.

Wood steps are built into the fishroom sides to suit boxing and the hatches over fishroom and rope bins have watertight aluminium covers.

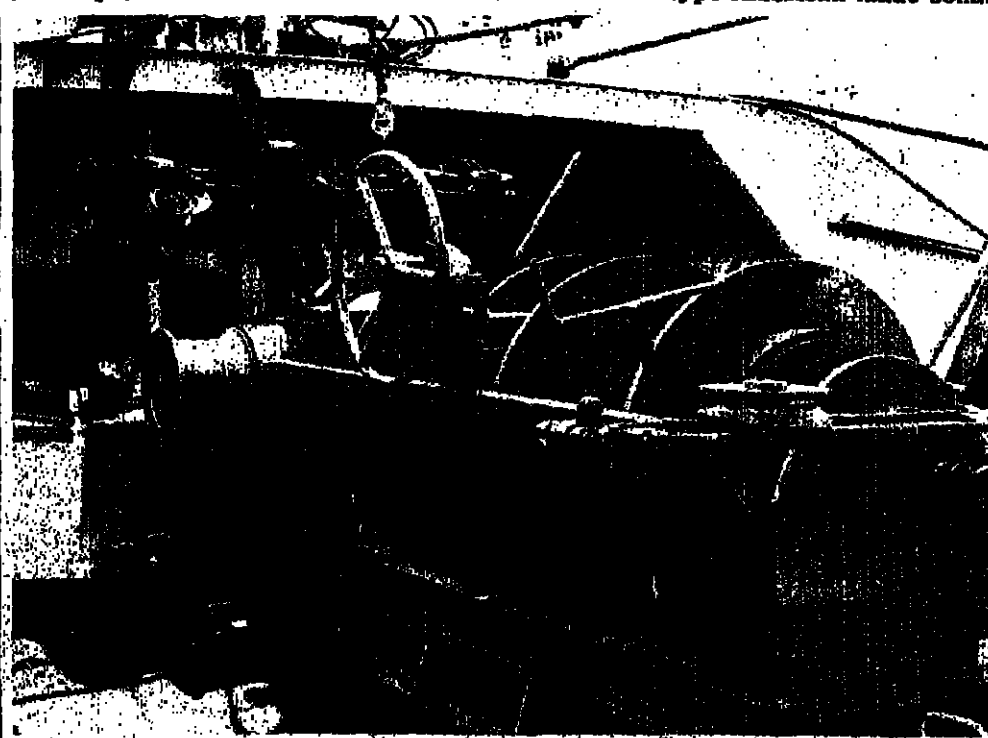
Trawl galleys are fitted at starboard bow and both quarters. 'A' frame seine derricks are arranged on the deckhouse top. Galleys and rollers are from Clarke of Grimsby.

Deck ponds have mild steel stanchions and whitewood boards, and the deck is sheathed with Douglas fir.

The deckhouse is of steel construction and equipment in the wheelhouse includes a Falcon G1105V cooker and a 24V fridge. Fresh water pressure set is a Godwin model J2.

Other facilities include shower, w.c. and washing basin. A Stuart Turner pump supplies seawater to the w.c.

Turn to page 21 for full details of *Starina's* new-type American-made sonar.



ABERGLEN GLASSFIBRE

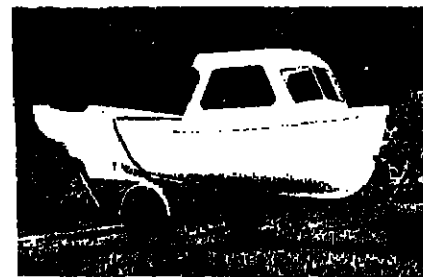


THE MANUFACTURE OF MARKER BUOYS

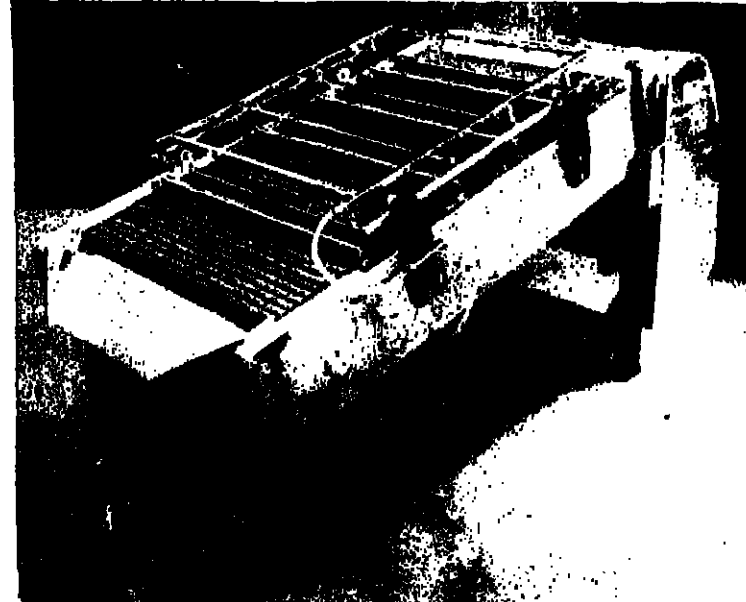
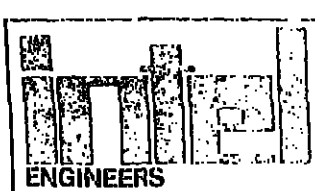
Glassfibre reinforced plastics, by Aberglen, have proved themselves against the sea time and time again, under the toughest conditions.

Aberglen buoys mark offshore oil locations, summer and winter, in the North Sea. Aberglen survival craft are carried by ships, worldwide. Tough, corrosion-resistant glassfibre reinforced plastics by Aberglen are ideal for marine use. For lightweight, no-maintenance workboats. For the sheathing and renewal of older wooden boats. For the smooth hygienic lining of fish holds. They're ideal, too, for the fish processing industry. For tanks. For tint-free, easy clean surfaces—including the lining of processing room walls.

ABERDEEN BOAT CENTRE



Workboats by leading makers. Including the new single cylinder, 6 hp, inboard-engined, 16ft Don by Mouldcraft. Infatables, outboards of any horsepower. Chandlery of all kinds and boats and gear for water sport and leisure. Backed by a fast and reliable service. In Aberdeen, Fife.



QUEEN SCALLOP EVISCERATOR MK 11

Intel. The top name in fish processing and mechanical handling. The people who get things moving—fast, efficiently, hygienically. For individual standard units or custom fabricated machinery. For thawing, washing, finning, filleting, polyphosphating and packing fish. For washing, grading, deheading and water jet peeling shellfish. For the design and construction of premises and the custom fabrication, installation and commissioning of machinery. For better fish processing. Intel.

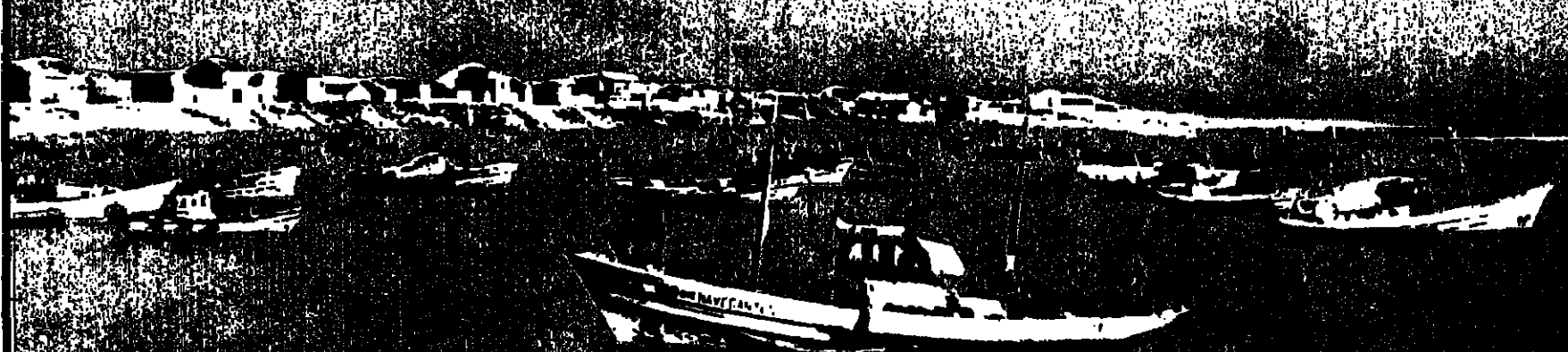
See Us At The Aberdeen International Fisheries Exhibition (15-21 September 1976)

Aberglen Glassfibre
Greenbank Road
East Tullos
Aberdeen AB1 4BS
Tel: (0224) 873821
Telex: 73119

Aberdeen Boat Centre
Hillview Road
East Tullos
Aberdeen AB1 4BS
Tel: (0224) 873821
Telex: 73119

Intel Engineers
Greenbank Road
East Tullos
Aberdeen AB1 4BT
Tel: (0224) 873821
Telex: 73119

SISAL
POLYETHYLENE
POLYPROPYLENE
RAPHIA, NYLON
POLYESTER
BRAIDED AND TWISTED
ROPES AND TWINES
STEEL WIRE ROPES



QUINTAS & QUINTAS

SARL
POVOA DE VARZIM - PORTUGAL
Tel: 62011 2 3 4 - Telex: CORDAS
Telex: 22670 CORDAS P

COMPUTER SONAR IS FITTED TO 'STARINA'

STARINA is one of four boats in the Scottish and Shetland area to have had the American-made Wesmar SS220 Computerised Scanning Sonar installed.

Another of the sonars is on order for a purse seiner under construction at the Sandhaven yard of J. and G. Forbes and Co. for Shetland owners.

Introduced early this year by Western Marine Electronics of Seattle, Washington, the sonars have been fitted by the Scottish firm of Alexian Electronics Ltd.

A trial model was installed aboard the 99ft. Buckie-registered purse seiner *Gallie Rose* and, following its successful operation, the first production units were fitted to the Shetland pursers *Azalea* and *Antares*.

Built in 1972 by the K. Hakvoort yard in Holland for Skipper Joseph Simpson, the steel-hulled *Azalea* was originally 87ft. long. She was later lengthened and is now one of the largest pursers in the British fleet.

The 86ft. wooden *Antares* was built last year by J. and G. Forbes for Skipper Laurence Anderson Irvine and his partners.

Azalea and *Antares* have fitted the SS220 for supplementary use with their larger sonar sets.

Its high frequency operation, together with a narrow sonar beam, makes the SS220 ideal for high definition of targets at close range.

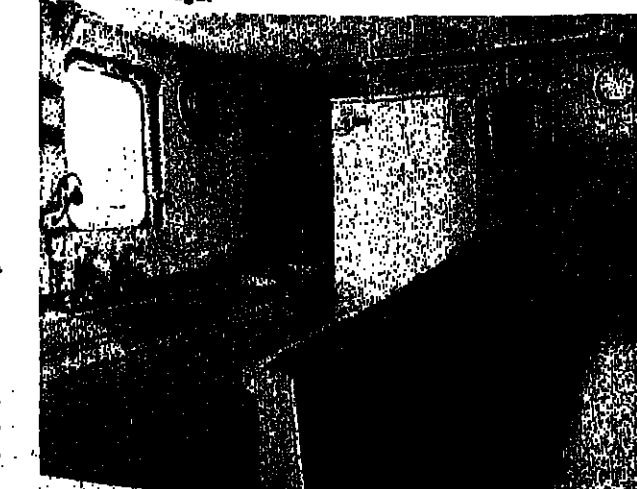
Starina has been trawling for white fish and has fitted the SS220 as her main sonar. It is being used to distinguish between hard and soft ground at a distance.

Costing in the region of £5,000, the SS220 has a wider range of features than other sonars, but computer-type circuitry permits compact size and this makes it ideal for use in smaller vessels.

Operating at a frequency of 160 kHz, it has a sounding range from 160 to 3,000ft. and a beam width of 6.5 degrees.

It has a peak power output of 2,000 watts and a nominal power consumption of 40 watts. The sonar can operate on 12 to 32V d.c. and on 115V a.c. systems.

Below: Starina's combined galley and messroom is equipped with a 24 V fridge.



Automatic sector scanning and also scanning through 360 degrees is offered, and the transducer is tiltable to any angle.

Echoes can be presented on the cathode ray tube screen in two modes. In the sonar scanning mode the area of water around the boat is indicated and echoes appear rather like targets on a radar screen.

When scanning in the fishscope mode, the CRT trace appears as a horizontal line running across the centre of the screen.

The boat is represented on the left and echoes appear as spikes. The horizontal position of the spike indicates the distance of the target, while its height indicates its strength and size.

Other special features include memory retention circuitry, target lock-on and digital readout.

Computer-type circuitry memorises the CRT target images and reproduces them a second time to make interpretation of echoes easier.

The target lock-on allows the transducer to automatically keep track of the target while the boat and fish are moving—it works much like a guided missile tracking a target.

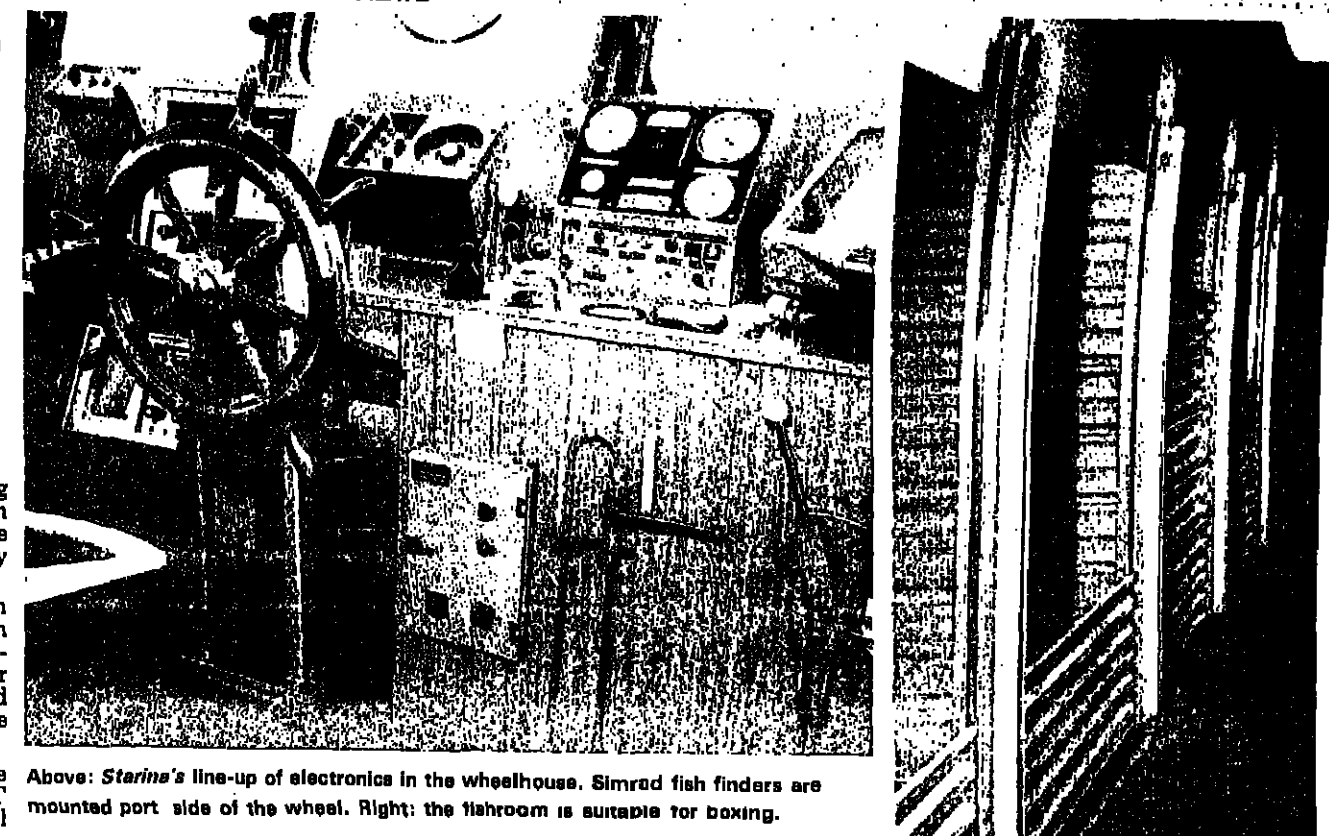
The digital readout gives the horizontal distance to the target, the depth of the target and the slanted distance of the sonar beam to the target.

In addition, the sonar beam is stabilised to give improved operation in rough seas. The pulse width can be adjusted for different operations and conditions.

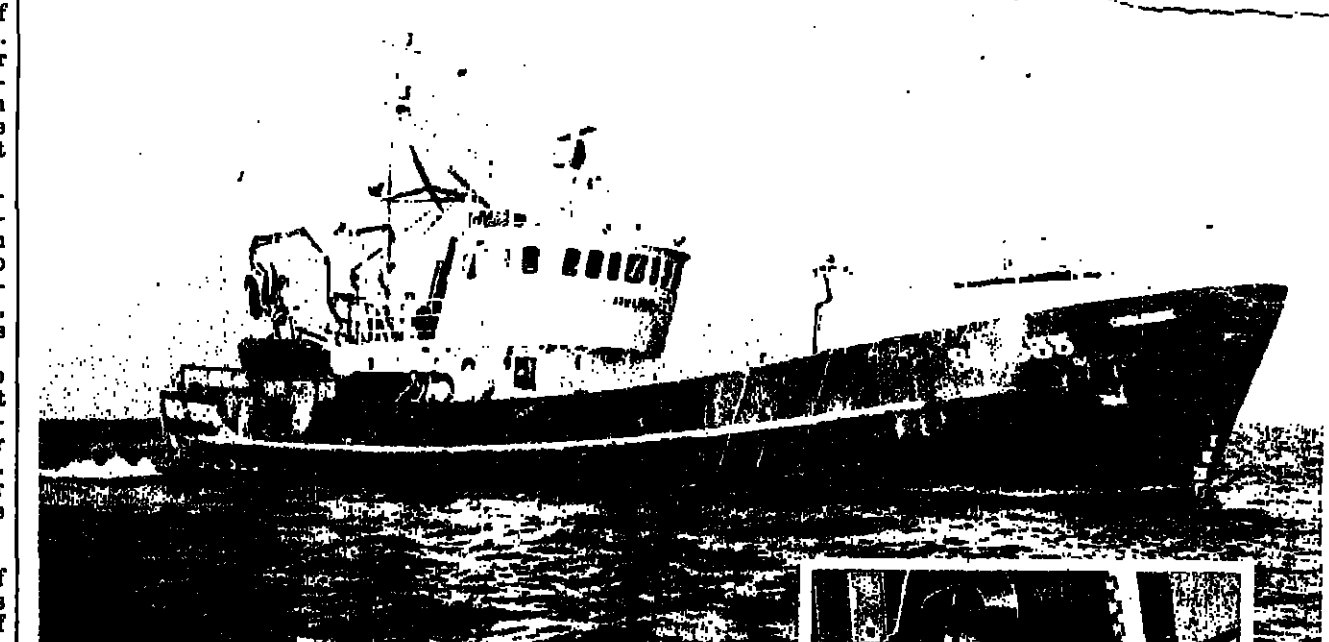
The transducer can respond quickly to its tilt control, so that fast-moving fish such as mackerel are easier to track. Targets can also be indicated audibly by speaker, and a chart recorder is available if required.

Wesmar is also planning to introduce a new hull unit which utilises a 80 kHz, low-frequency, transducer for longer distance sounding. This could be fitted together with the 160 kHz unit and the two would be inter-switchable.

Alexian Electronics Ltd. of Dundee and Edinburgh is agent for a wide range of marine electronic equipment. It is shortly to set up service facilities in the Shetlands.



Above: Starina's line-up of electronics in the wheelhouse. Simrad fish finders are mounted port side of the wheel. Right: the fishroom is suitable for boxing.



Simrad, the world's leading manufacturers of sonars, echosounders and ancillary units, offer the widest choice of fish finding systems to suit every requirement. An increasing number of vessels now make more profit using Simrad.

'Carmarose's' comprehensive system comprises Simrad SL sonar and CM scope, EQ echosounder with bottom lock expansion and CI scope, EL as a secondary sounder and EX cabinet for FM mini trawl eye.

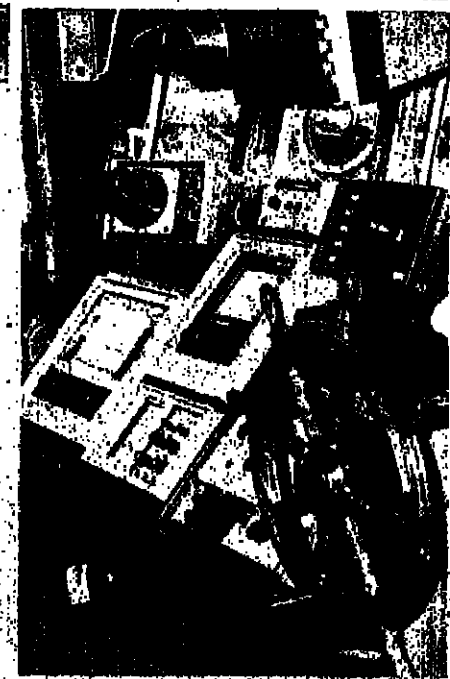
OTHER UNITS AVAILABLE:
SONARS - SK SQ SOD ST SU
SOUNDERS - EY EK
NET RECORDERS - FB FL

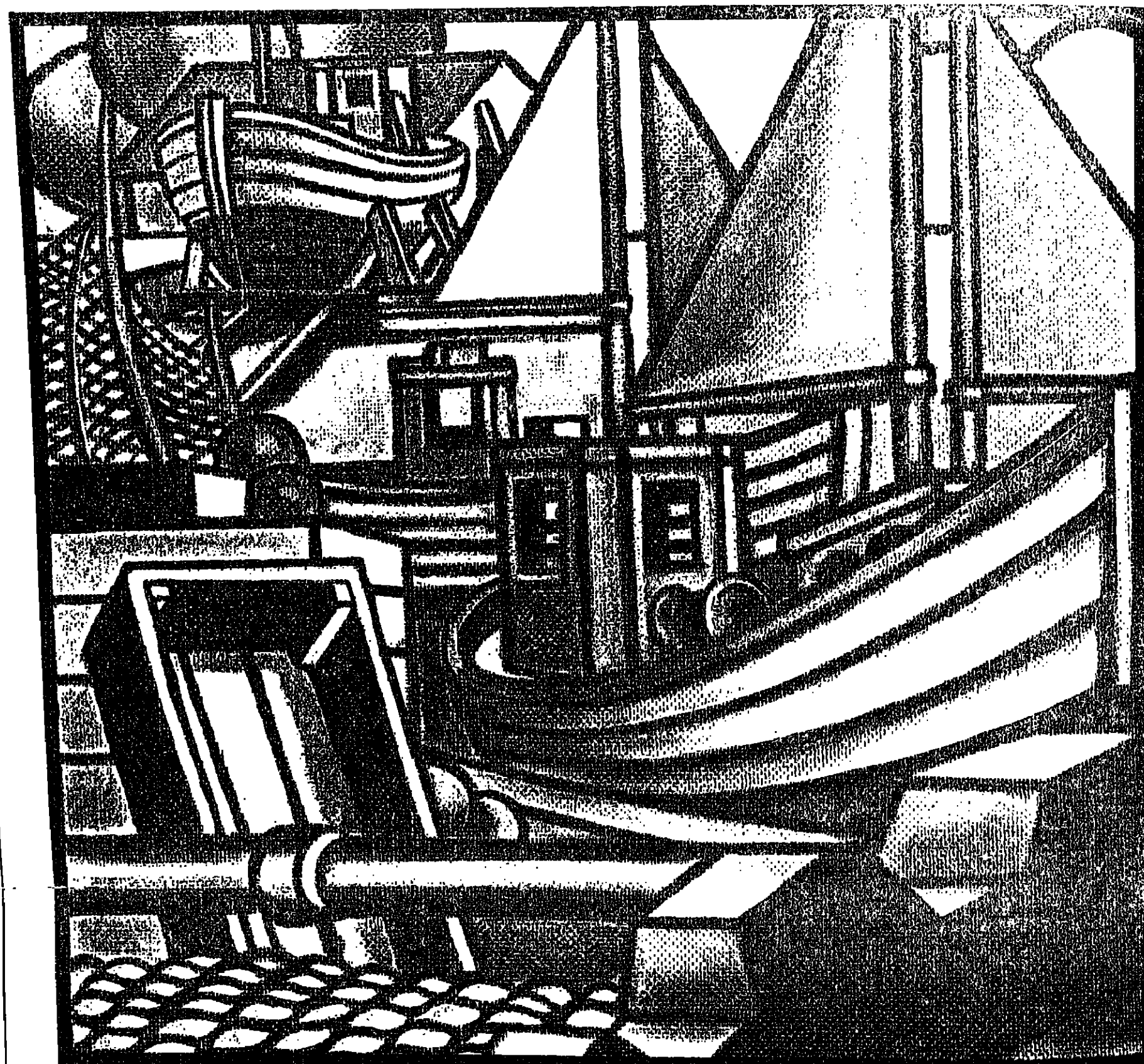
See your local Decca dealer for full information.

SIMRAD
DECCA

Decca Radar Ltd are agents for Simrad in U.K. and Eire.

Decca Radar Limited, Albert Embankment, London SE1 7AP. Tel: 01-738 9111.





Meet the Danes...

-at the Aberdeen International Fisheries Exhibition

from the 15th-21st September, 1976, Hall A - Stand B 11.

We have the pleasure to invite you to see a group of companies, which has specialized in supplying one of the most modern fishing fleets working in the North Atlantic Sea.

Special products for the shore industries are some of the products of the group. We like to mention some of the products as follows:

Midwatertrawls, bottomtrawls, self-winding netwinches, hy-

draulic and mechanical winches, wirewinches, step-up-boxes, fishing gears, storage tanks and conveying plants for fishmeal (raw material), separator conveyors, shrimp shell tables, hydraulic industrial jacks, fish box washing machines, hydraulic bilge pumps (deck pumps), etc.

Postal contact with The Export Group of North Jutland can be made through.



The Industrial Development Council of North Jutland, Nordjyllands Erhvervsråd, Vejgaard Torv 1, DK-9000 Aalborg, Denmark.

September 10, 1976

FISHING NEWS

23

Top seiner Forthright switches to rope reels.

THE 78ft. seine netter *Forthright* has joined the growing number of boats to switch from bins to reels for stowing seine net ropes.

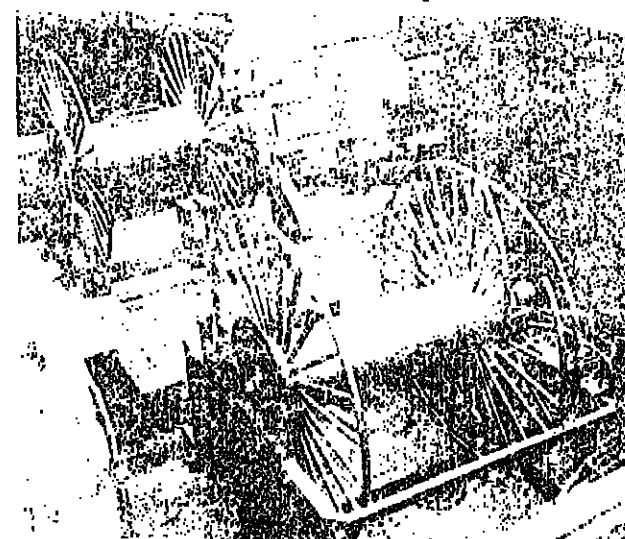
She has been fitted with a two-drum system of reels from the Eilon firm of Fishing Hydraulics (Scotland) Ltd., and the installation was carried out at the Aberdeen yard of John Lewis and Sons Ltd.

Hydraulic power for the reels is supplied from a Vickers pump driven off the Northern Tool and Gear step-up gearbox, at the fore end of her Caterpillar main engine.

Forthright, commanded by Skipper George Hodge of Anstruther, lands her catches in Aberdeen and last year was the second highest earning fly-dragging seiner in the U.K. She made a grossing of £200,011.

The cruiser-sterned and wooden-hulled boat was built at Peterhead's Richard Irvin yard in 1969.

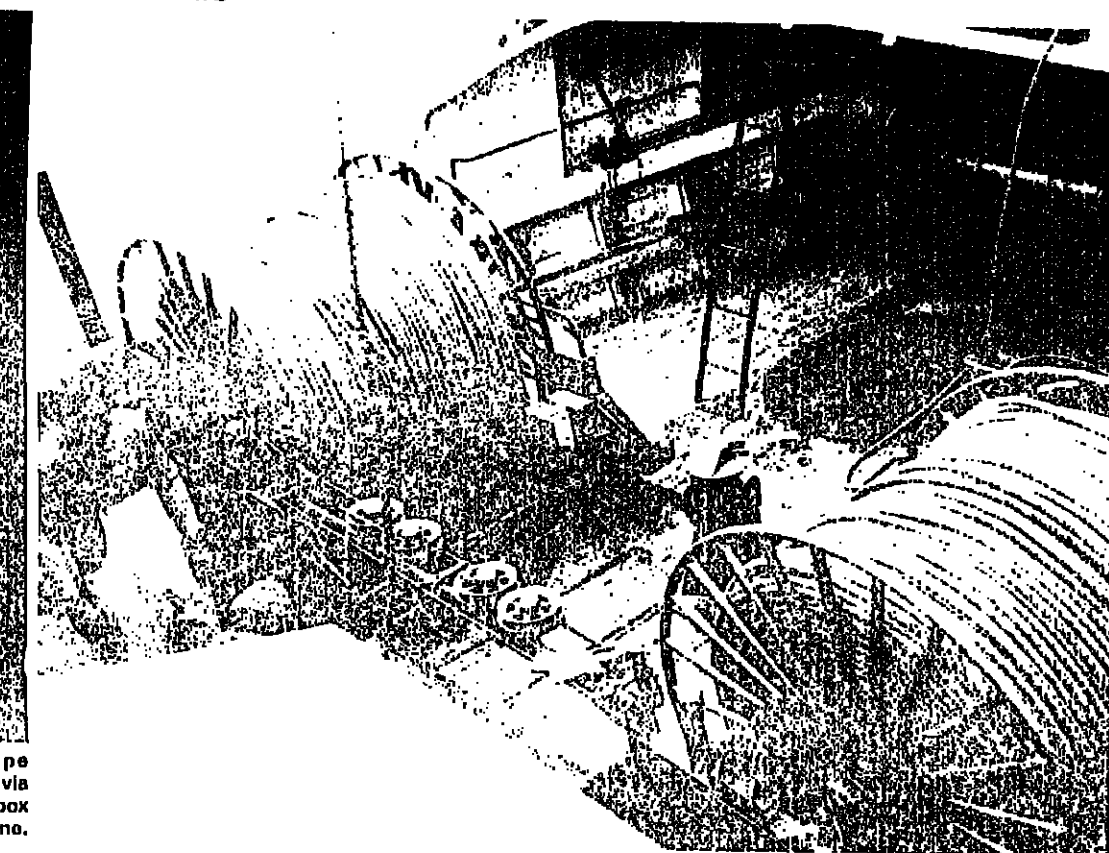
Forthright's rope reels are powered via pumps and a gearbox from the main engine.



Above: the curved slot at the fore end of the main drum allows damaged rope to be guided through on to the auxiliary drum for repair. Hauling does not have to be interrupted. Below: the big-grossing seiner *Forthright*.

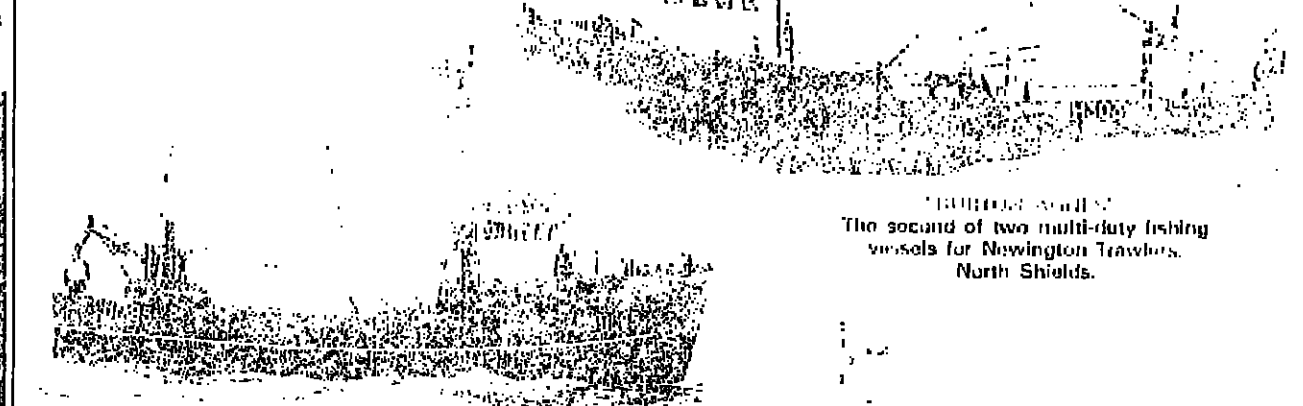


Look out for the quarterly supplement on
**FISH HANDLING
PROCESSING & MARKETING**
In Fishing News
on Oct. 8.



(Established 1858)
Presents some highly successful 75 footers from the
Thorne Shipyard.

* See also **STARINA**
featured in this issue



"VALMAR" Trawler
William & Ronald Cowie, Buckie

"MABANATHA" Trawler
Peter Smith, Buckie & Others



"ADONIS" Seiner Trawler
Robert Mair, Portknockie & Others



"SCOTIA" Seiner Trawler
Benjamin Scott, Lossiemouth & Others



DUNSTON

— THE RELIABLE DESIGNER AND BUILDER OF FISHING VESSELS

We provide the following comprehensive on-the-spot services
• DESIGN OFFICE • DRAWING OFFICE • HULL CONSTRUCTION •
• COMPLETE FITTING-OUT •

For top class new steel boats consult
**RICHARD DUNSTON (HESSLE) LIMITED, HAVEN SHIPYARD,
HESSLE, NORTH HUMBERSIDE**
Phone: 0482-649261 Cable - Dunston, Hessele Telex: 527142

New-look 'Adelphi'

AFT WHEELHOUSE LOGICAL-SKIPPER

ADELPHI, a new addition to the Anstruther fleet, has broken away from traditional Scottish inshore boat layout by having her wheelhouse on the after end of the casing.

The galley and messdeck are housed in the fore end of the casing, on main deck level, and an aluminium gutting shelter is arranged forward and to either side of this.

Her skipper, Peter Murray of Anstruther, explained to *Fishing News* that he thought this is the most logical place to have the wheelhouse.

It would give him a complete view of the after deck where much of the work would be going on, but he would still be able to see the winch and rope reels on the foredeck.

In addition, he would have a full view of the cod end being lifted up for emptying in to the deckpods, as the goalpost-type mast which carries the gillson blocks is mounted on top of the casing, just forward of the wheelhouse.

Although terrific advances have been made in the design and equipment of Scottish inshore vessels in recent years, the deckhouse is traditionally placed aft.

Layout of the deckhouse itself has remained fairly standard over the years in that the wheelhouse is placed on the forward end of the casing, from where the skipper has the best view of what is



Skipper Peter Murray (right) with his crew after landing the maiden catch.

happening on the foredeck. Skipper Murray said he had chosen to have the deckhouse and accommodation aft as there is less motion in this part of the boat and, for this reason, he had decided against having a vessel of stern trawler layout.

He also thinks that the position of the wheelhouse could have a steadying influence on the boat. It should act rather in the same way as the mizzen sail carried on the older type of vessel.

Net drum

Adelphi, a 74ft. steel seiner-trawler, is equipped to go to sea ready for working either seines or trawls.

For working the trawl, a net drum is fitted aft of the

dockhouse in line with a small stern ramp; towing posts are sited at the quarters.

Seine rope storage reels and the combination seine and trawl winch are located forward, while the power block for hauling the seine net is hung on a crane mounted on deck, just at the fore side of the net drum.

On her entry into service in August, however, Adelphi was carrying seine net gear only and the towing posts had been removed.

Speaking to *Fishing News* in Peterhead the day the boat landed her maiden catch of 400 boxes, Skipper Murray said he and the crew were pleased with the layout and working arrangements of the boat.

Less pleased were hoppers at Aberdeen who had earlier refused to unload the boat because they did not like the deck layout around the fishroom hatch. Adelphi's crew unloaded the craft without problems, however.

Adelphi is the fourth steel fishing vessel designed and fitted out by the centuries old boatbuilding firm of James N. Miller and Sons Ltd. of St Monans, Fife.

Hulls and basic superstructures of the vessels were built under sub-contract to Miller by the Merseyside firm of McTay Marine Ltd., which began operations in 1973.

By road

The first two vessels — the 60ft. seiner-trawlers *Sharon Vale* and *Ocean Herald* — were built, respectively, for Moodie Trawlers Ltd. of Port Seton and Skipper John McBain of Pittenweem in 1975.

Completed earlier this year for Skipper Robert Clarke of Fisherrow, the third vessel is the 74ft. seiner-trawler *Fisher Rose*, now fishing from North Shields.

The hulls of the first two vessels were built in rather cramped conditions at McTay's Port Causeway premises and had to be taken by road for launching into Bromborough Dock, about a mile away.

When McTay received the orders to build the hulls of the

two 74-footers, it decided to build a new shipyard at Bromborough, on the west bank of the Mersey, as existing facilities were inadequate.

Construction of the two hulls began in the summer of 1975 and, as this work progressed, the new shipyard went up around them.

Sea-kindly

Built at a cost of some £300,000, the new shipyard is a self-contained unit incorporating all the necessary offices, stores, mould loft, workshops, etc. in addition to the main construction shed which is about 240ft. long.

The lines of all four vessels fitted out by Miller were designed by James T. N. Miller and are based on well proven and sea-kindly Scottish wooden boats. They are of stout, stout form with a lot of deck space and internally.

Special features of the design of all four are the box keel and ballast tanks.

Box-shaped in cross section, the keel is filled with cement. When the vessel is put on a slipway, or dries out in a tidal harbour, her weight will be borne by the keel instead of by the bottom plating.

The water ballast tanks are arranged in the double bottom, below the fishroom, and can be pumped out during a trip as the catch is taken aboard. This allows good trim and stability to be maintained under all conditions.

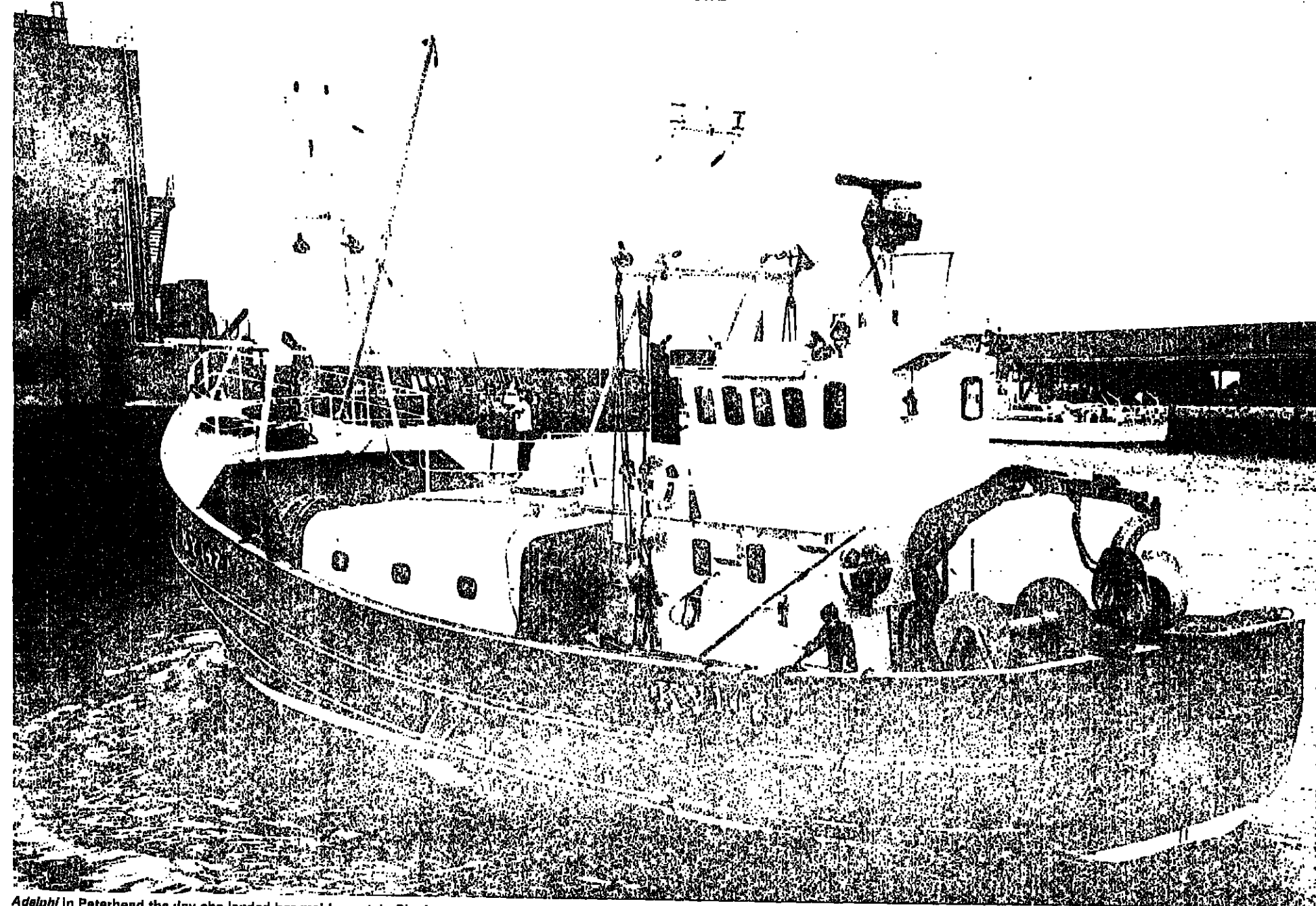
It can also help to save fuel as the boat is not carrying unnecessary ballast on the voyage home.

There are three ballast tanks aboard Adelphi with a total capacity of 15 tons; they are filled or emptied by one of the pumps in the engine room.

With an overall length of 74.2ft., registered beam of 22ft. 70ft., moulded beam of 22ft. and draft of 10ft. 6in., Adelphi has a tonnage under Scottish Part IV Registry of 58.12 and has round-bow, raked soft nose stem and a radius transom. Boarding can be fitted across the top of the stern ramp when it is used in tide.

Some 5,000 gallons of fuel

Continued page 26



Adelphi in Peterhead the day she landed her maiden catch. She is a steel-hulled McTay-Miller 75-footer.

FISHING HYDRAULICS X

FIRST CHOICE FOR HYDRAULIC DECK MACHINERY

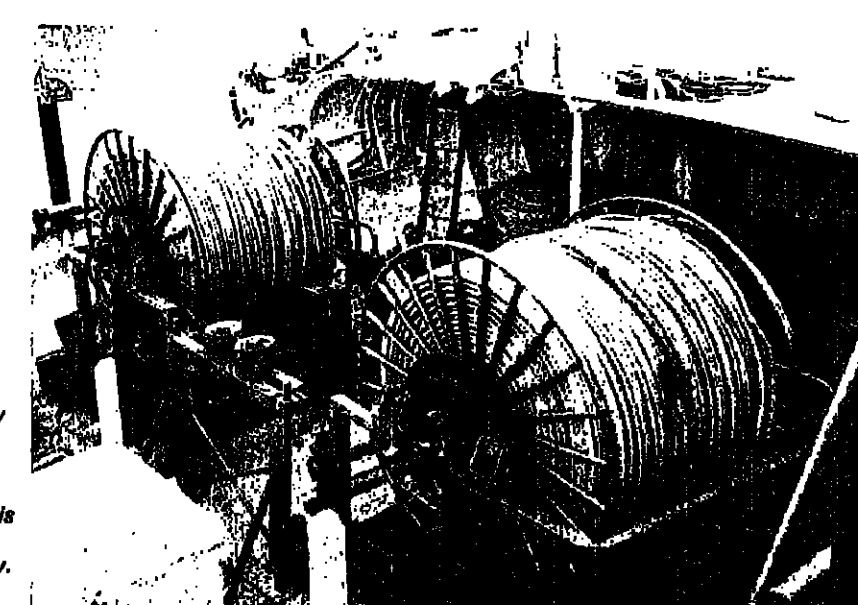
Congratulations to the Skipper and Crew of the ADELPHI

We had the pleasure of supplying the following equipment:

HI-AB CRANE ● RAPP 24 RA/2300
POWER BLOCK ● HYDEMA NET DRUM ●
Our own ROPE REELS



Hi-ab Cranes are noted for their versatility and safety of operation. We are sole suppliers of this crane to the fishing industry.



Our Rope Reels are unique in that they allow fishing to continue even with frayed rope or bad splices

Catch '76
DON'T MISS
SEEING OUR
EXHIBIT

FISHING
HYDRAULICS
(Scotland) Ltd.

STATION BRAE, ELLON, ABERDEEN, SCOTLAND
Tel 0358 20717 Telex 733355
Agents for FISH & SHIPS GEAR A/S and RAPP FABRIKKER A/S

September 10, 1976

September 10, 1976

FISHING NEWS

27

'Adelphi'

from page 24

oil are carried in piano-shaped tanks in the engine room, while the 500 gallon fresh water tank is fitted forward.

Caledonian Engines of Glasgow supplied the main engine, which is a Caterpillar 1355i giving 425 hp at 1,225 rpm. It drives the four-bladed, fixed-pitch, 64-in. diameter propeller through a Twin Disc M521 gearbox of 4.09:1 reduction ratio.

The propeller was supplied by FAL Scottish Propeller Service of Buckie; the shaft and stern tube being by Henry Fleetwood and Sons of Lossiemouth.

Equipment driven off the main engine includes a 20 kW, 110V, Transmotor generator; two 8 kW, 24V, Transmotor generators; and a Gilbert Gilkes and Gordon bilge and general service pump.

Driven from the fore end through a Northern Tool and Gear gearbox are the Jowett variable delivery hydraulic pump for the winch and the Vickers hydraulic double pump unit. The latter powers the rope reels, power block and net drum.

Wilmar Engineering of Aberdeen supplied the 36 hp Lister three-cylinder, water cooled, auxiliary engine which runs at 1,500 rpm. It drives a 15 kW, 110V, and an 8 kW, 24V, Transmotor generator, a GGG pump and a hydraulic pump for fishing gear retrieval.

Three fans — two 12in. supply and one 8in. extractor — ventilate the engine room.

The engine exhaust funnels emerge on the casing top, forward of the wheelhouse, and the legs of the goalpost-type mast also serve as natural ventilation shafts for the engine room.

The firm of Drysdale and Bell carried out the electrical installation and supplied the main switchboard.

On deck, the Northern Tool and Gear Mastra seine and trawl winch is fitted forward, with the trawl drums lying at the fore side of the seine barrels.

It is the Mk. II model fitted with worm and worm wheel drive and this unit is driven by a Lindo high-speed, low-torque, hydraulic motor fitted on the outside of the winch. The trawl drums have screw brakes and clutches.

A two-drum system of seine rope storage reels, manufactured by Fishing Hydraulics (Scotland) Ltd., lie aft of the winch and can carry 13 coils of 3in. rope.

Skipper Murray's father, Peter Murray snr., was the instigator of rope reels in the Scottish fleet. Together with Skipper Davis Smith of Anstruther, he assisted in the development of the reels in the Norwegian factory of Fish and Ships Gear.

The first set in the Scottish fleet was fitted early in 1973 to Skipper Davis Smith's *Argonaut III*, while the second set went to the 74ft. *Arktos*. She was built in 1973 by the Norwegian yard of Sigbjørn Iversen for Mr. Murray's other son, Skipper Colin Murray.

Skipper Peter Murray of *Adelphi* told *Fishing News* that, although a third drum would be useful for turning the ropes, this operation would be too time consuming.

The reels aboard *Adelphi* have flanges of an open-spoked design and, like all reels from Fishing

Hydraulics, they have the facility for winding damaged rope onto an auxiliary drum for repair without holding up hauling.

In addition, however, a Bevels rope coiler is carried so that damaged rope can be coiled down onto the deck for repair if needed.

The midships seine lead assembly is by Munster Sling, but the other rollers and sheaves for seine and trawling are of Miller manufacture.

Net drum, power block and crane were supplied by Fishing Hydraulics. The Hydema type HNT/3 net drum has a pull of three tons and the Rapp 24 RA 300 power block is hung on a Hlab 350 Speedloader hydraulic crane.

This is the second of these articulated cranes to enter service on a fishing vessel, the first having been fitted to Skipper Davis Smith's new boat *Argonaut IV*.

For trawling *Adelphi* will use towing blocks hung from the sampson posts fitted at the quarters, in place of the traditional galloways.

The posts, consisting of heavy steel tube, are mounted on a seating carried down into the bottom of the boat to provide a very strong structure.

They are mounted just in-board of the bulwarks, so that the trawl boards can be stored in the usual manner. Flanges at deck level allow the posts to be removed when not required.

Masts are of steel and there is a wooden landing derrick. Chalmitt rubber-cased floodlights are mounted on the superstructures and an Associated Fisheries fish washer is fitted under the gutting shelter.

Arranged for carrying fish in boxes or bulk, *Adelphi's* fishroom has aluminium stanchions and wooden pond boards. It is insulated with Solarfoam and lined with wood.

Hydraulic pipes leading from the engine room to the deck machinery forward run along the dock, instead of through the fishroom where they would cause too much heat.

The casing is of steel and the wheelhouse is of aluminium; access to the wheelhouse is provided by a companionway just inside the after end of the casing.

Much of the electronic equipment in the wheelhouse is from Kelvin Hughes, including an MS44 echo sounder, 'Sailor' T122/R105 set radio telephone, Minch watchkeeping receiver, Foreland VHF radio telephone, Amplidan hailing system and Neco NM704A automatic pilot.

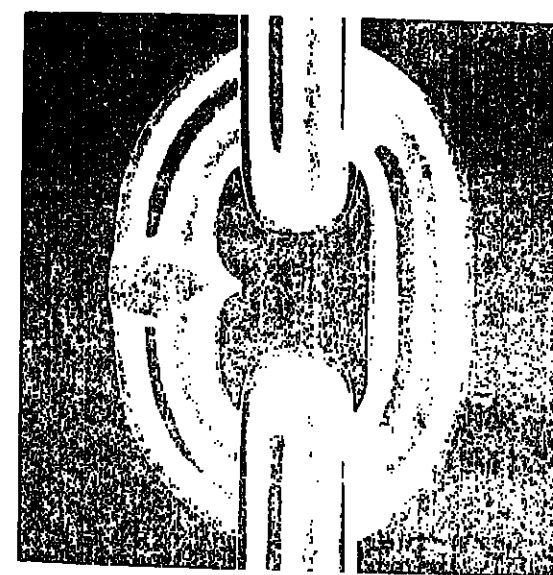
Equipment from Decca includes: Mk. 21 Navigator, 350' Track Plotter, and radar, and Simrad SL sonar. EQ echo sounder, MA Echo Magnifier and CI Echo Scope.

Other wheelhouse fittings include Tenfjord H116 hydraulic steering gear, Lossie Hydraulics metal-framed windows, Wynstrum window wiper and Morse engine and winch controls.

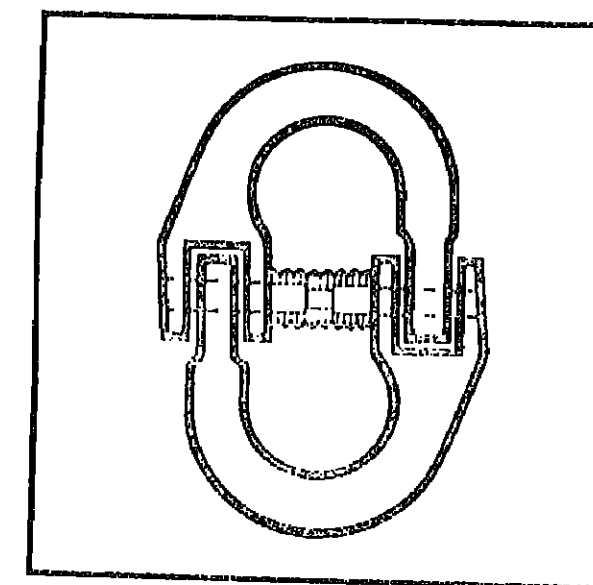
The combined galley and messdeck, in the fore end of the casing, is fitted with a Mains Mayflower gas cooker and a Vaillant water heater.

'Dragalloy'

Your link with efficiency



Dragalloy Chain



Draglink

In most trawling situations, tests conducted over the years have indicated clearly that the addition of Dragalloy chain to steel wire rope has significantly improved cable life and efficiency.

In bridles and main cables, for example, a combination of one third steel wire rope and two thirds Dragalloy Chain, introduced where the cable is in contact with the sea bed has produced an average improvement in life expectancy of 7:1.

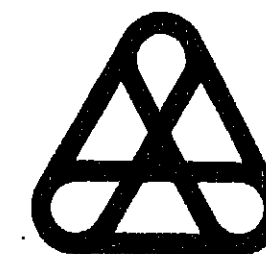
In ground or bobbin cables substitution of 5/8" Dragalloy chain has resulted in eighteen months' life being achieved. Again the use of Dragalloy in back stops and independent piece or pennant has produced 10:1 improvements.

Special heat treatment of alloy steel is the secret of Dragalloy's long working life, and Draglink connections are simple and effective.

Cut your costs with Dragalloy chain and Draglinks

On Stand FI Catch 76

Manufactured at: Green Lane Walsall Staffordshire WS2 8HU Telephone Walsall 27511 Telex 339244



WHEWAY WATSON (UK) LIMITED

(A wholly owned subsidiary of Wheway Watson Holdings Limited)

KVÆRNER KULDE SYSTEMS FOR R.S.W.

(Refrigerated Sea Water)

on board: f/v 'CHRIS ANDRA'

'VIGILANT' - 'PATHWAY' and 74 other fishing vessels

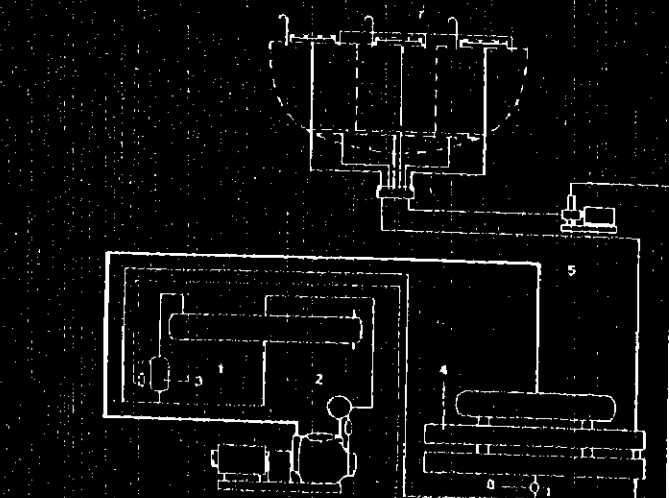
Kvaerner offer you 40 years' experience and know-how in refrigeration systems

1. Condenser
2. Compressor
3. Pilot receiver
4. Sea water cooler
5. Circulation pump
6. Expansion valve

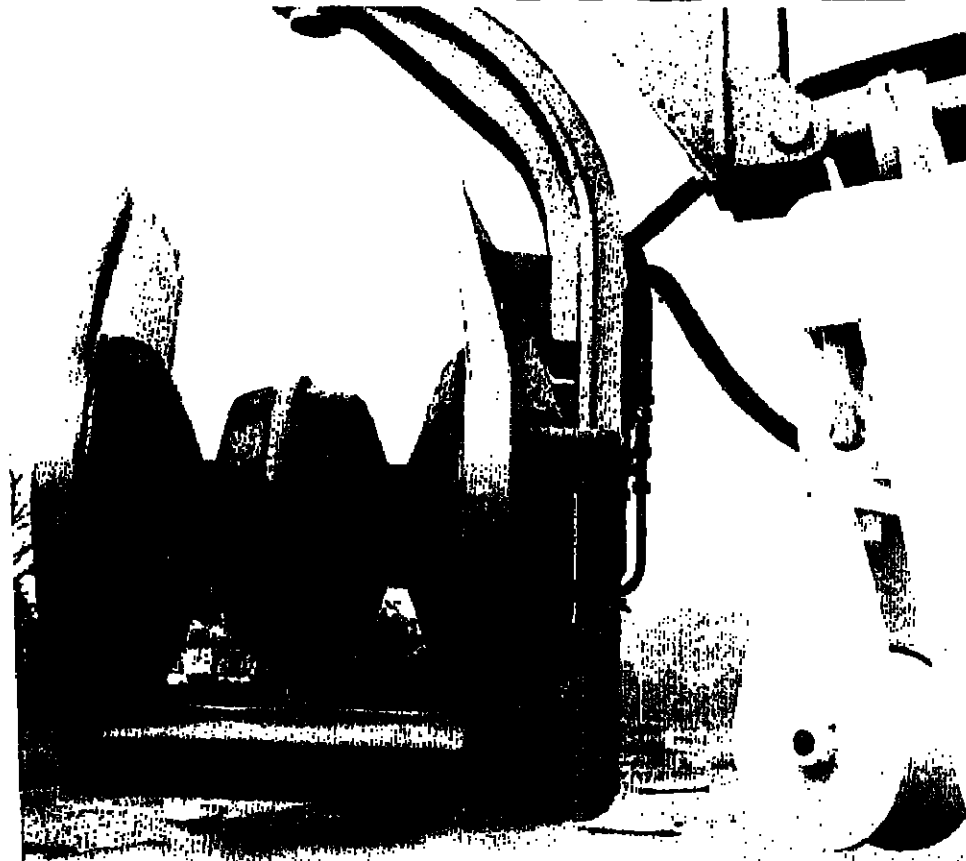
Meet us on
STAND G6

KVÆRNER KULDE AS

P.O.B. 115 - Telefax 54 45 60 - Teleg: "KvaernerKulde" - Telex 16950 - SANDVIKA, NORWAY



MARIGOLD MAKES IT -



An unusual feature of Peterhead's Marigold is her Hydema double-sheave power block.

PETERHEAD'S new 80ft. seiner-trawler Marigold took quite a roundabout route before landing her 486-box maiden catch at the port last month.

Ordered from a Kent yard in 1972, she ended up being completed by a Devon yard mid-way through 1976!

The original order was placed with the Kent yard of Southern Shipbuilders which went bust when Marigold was under construction. A new boat for Brixham skipper, John Day, was another casualty.

Bideford Shipyard (1973) Ltd. won the contract to complete Marigold but, as the after end of the hull was still to be plated, it was impossible to launch it to be towed to Devon.

Instead, the hull was cut into about 20 pieces which were transported to north Devon.

While the hull was being reassembled, the welding was X-rayed where appropriate to ensure that all was in order.

Apart from the lines of her hull, the vessel has been designed by the Bideford yard. She is of traditional modern Scottish seiner-trawler layout.

Her skipper, Peter Dun-

can, told *Fishing News* that he is delighted with the work done by the Bideford yard and the workmen there are 'really worth their salt'.

They had rebuilt the hull and fitted her out in about 12 months — and he wishes he had placed the original order with this yard.

Marigold (PD145) bears the name of a steam drifter once owned by the Duncan family, and the same registration number as another of the family's steam drifters, *Jeanie's*.

The new vessel is equipped for seining and trawling, but is at present working the seine net from Peterhead.

She has an overall length of just under 80ft., moulded beam of 22ft. and depth, 10ft., with a cruiser stern, round bilges and raked stem.

Drawings

All the construction drawings for the boat were approved by Lloyd's and she has a gross registered tonnage of 120.55 and net registered tonnage of 80.61.

One of the more unusual features of Marigold is the design of her power block, which has two sheaves instead of the more usual single sheave.

Of Hydema manufacture and supplied by Fishing Hydraulics (Scotland) Ltd., the block is driven by two Danfoss hydraulic motors and has a pull of about two tons. It is hung by a galvanised steel hanging arm to a parallel stay long-reach crane.

A smaller double-sheave power block had been in use aboard Skipper Duncan's previous boat, the 75ft. wooden-hulled *Prudence*. He had found the block to be so ideal for the job that he decided to have a larger version fitted to Marigold.

Fishing Hydraulics also supplied the two seine rope storage reels designed to hold 13 coils of 3in. rope. Unlike many of the reels being fitted to Scottish boats, they have flanges of solid steel plate.

A Northern Tool and Gear Mastra seine net winch is fitted forward of the reels, while a Beccles rope coiler for standby use is installed at the fore side of the winch.

Marigold has also been supplied with a Northern Tool and Gear trawl winch,

although last month this had not been fitted. A one-off model designed to the owners' requirements, it has two warp drums and an anchor cable drum.

Marigold is powered by a B. and W. Alpha, type 406 28 VO, five-cylinder, air-starting, engine which develops 500 bhp at 400 rpm and turns the variable pitch propeller by direct drive. All the sterngear, including the propeller, is of Alpha supply.

The hydraulic power-pack for the deck machinery is driven from the fore end of the engine. It consists of a Northern Tool and Gear step-up gearbox driving the Dwyer variable delivery pump for the winch and the Vickers double pump unit for rope reels and power block.

Also driven from the main engine are a 15kW, 220V, McLure d.c. generator, an AC 90 24V alternator, a Deani bilge and general service pump and the steering gear pump.

There are two auxiliary engines. The larger is a Lister air-cooled unit of 33 hp at 1,800 rpm and drives a 15kW, 220V Hugh J. Scott generator, AC90 alternator, Deani pump, Worthington Simpson FTV16D air compressor and net recovery pump for the winch.

A small Lister hand-starting engine drives an AC90 battery charging alternator.

A duct draws air direct from the outside to cool the main auxiliary engine.

Starting

Ventilation in the engineroom is provided by an Airmax fan fitted at the head of the access hatch. Other engineroom equipment includes a set of chloride heavy-duty iron-clad marine batteries.

Air for starting the main engine is provided by the Worthington Simpson compressor, but the air bottles can also be filled from one of the main engine cylinders.

A set of chloride marine-type tubular plate emergency batteries, arranged to discharge low current over a long period, is carried on the deckhouse top.

A total of 19.7 tonnes of

continued overleaf

IN ONE PIECE!



The 80ft. seiner-trawler Marigold in Peterhead after landing her 486-box maiden catch. She is skippered by Peter Duncan.

FISHING HYDRAULICS X

FIRST CHOICE FOR HYDRAULIC DECK MACHINERY



STATION BRAE, ELLON, ABERDEEN, SCOTLAND

Tel 0358 20717 Telex 73355

Agents for FISH & SHIPS GEAR A/S and RAPP FABRIKKER A/S

Congratulations to the Skipper and Crew of the MARIGOLD

WE HAD THE PLEASURE OF SUPPLYING THE HYDEMA POWER BLOCK

made by Fish and Ships Gear A/S: twin groove, new design.

Also the RAPP CRANE

— as fitted to several vessels during the year.

ALSO our own patent ROPE REELS

— heavy duty type — as supplied to numerous Scottish seiners since 1973. Our Reels have a unique feature in that they allow fishing to continue even with frayed rope or bad splices.

We shall be happy to quote for your requirements in CONTROL GEAR, PURSE WINCHES, TRAWL WINCHES, CARGO WINCHES, ANCHOR WINCHES, WARP WINCHES, TOPPING WINCHES, CAPSTANS, LINE HAULERS, BOW THRUSTERS, FISH PUMPS.

Catch '76 Don't miss seeing our exhibit

FISHING HYDRAULICS

(Scotland) Ltd.

All good wishes to
SKIPPER PETER DUNCAN and the crew of

"MARIGOLD"

from her builders
at the yard where the
workmen are "really worth their
salt" — Peter Duncan



Bideford Shipyard 1973 Limited

Bank End Bideford
Devon England
Telephone Bideford (023 72) 6508/9
Telegraphic address: BIDSHP DEVON

The yard are specialists in the building of inshore and middle-water trawlers, lifeboats and other small vessels. All vessels are built in steel to owners' requirements, entirely under cover.

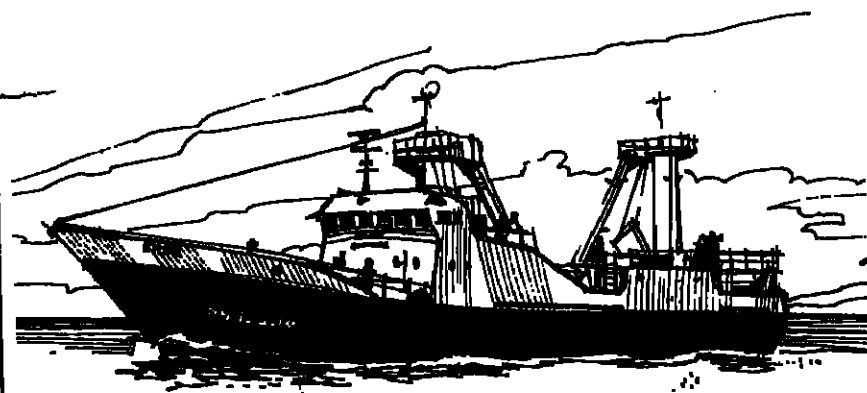
B&W Alpha

B&W ALPHA, propulsion system for rugged reliable power incorporating controllable-pitch propeller giving finger-tip manoeuvrability. All designed, manufactured and serviced by one organisation. The B&W ALPHA two-stroke propulsion plant type 406-28 VO fitted on the M.F.V. MARIGOLD.

SOLE AGENTS
Ferguson & Timpson Ltd

5 Atholl Avenue, Glasgow G52 4UA. Tel: 041-882 4881. Telex: 77108.
Thistle House, Selinas Lane, Dagenham, Essex RM8 1TB. Tel: 01-593 7611. Telex: 23371
and branches at: Birmingham, Hull, Liverpool, Sheffield, Southampton, Sunderland.

is it the LOWEST PRICE or VALUE FOR MONEY you're looking for?



Designed for trawler propulsion, the slow-speed A.B.C.-DX engines, renowned for their outstanding fuel economy and long working life, provide the reliability and operating economy you need. Good reason for considering:

- A** - an engine of quality, built to last
- B** - better value for money
- C** - considerable low operational costs.



For further details, contact:

ANGLO BELGIAN DIESEL ENGINE COMPANY (UK) Ltd.
12, Clarendon Place

Leamington Spa (Warwickshire)
Tel: (0926) 28469 or 25766
Telex: 338024 chamcom bham

MARIGOLD

from page 28

fuel are carried in *Marigold's* two wing tanks in the engine room and in two saddle tanks. A Deami fuel transfer pump and KDG fuel tank gauges are fitted.

Some 2.2 tonnes of fresh water are carried in an engine room tank and there is a water ballast tank in the forepeak. The fishroom can carry 118 tonnes of fish in bulk and is also arranged for boxing.

It is insulated on deckhead, sides and the forward bulkhead with foam and, on the after bulkhead, with cork. It is lined with wood.

Steel stanchions, wooden pond boards and Sondia fishroom lights are fitted and the fishroom is served by two hatches, the larger one having a small access hatch set within it.

Shelter

Marigold's deckhouse is of steel, while the wheelhouse and gutting shelter are of aluminium.

All masts and spars are of steel and the hatches have steel coamings and aluminium covers.

Chalmit rubber-cased floodlights are fitted and the other deck and internal bulkhead lights are by Thorn.

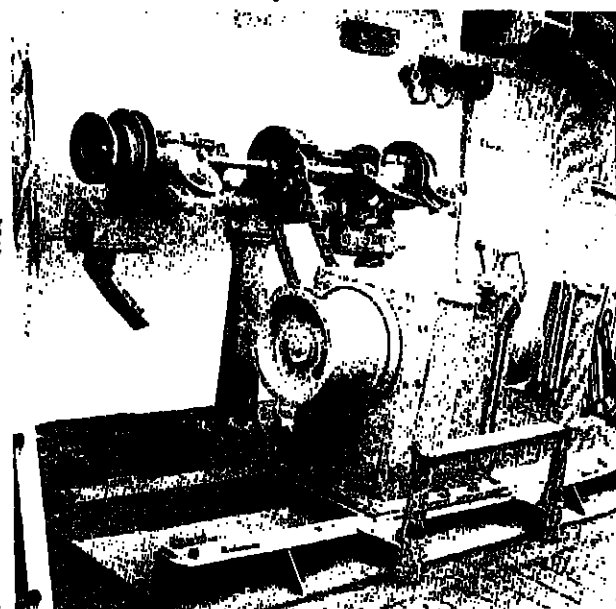
All leads and rollers for trawling and seining were made by the builders, except for the towing blocks which were supplied by Ansell Jones.

Conventional galleys are arranged at starboard bow and both quarters, and a small Fishing Hydraulics landing winch is fitted at the after end of the wheelhouse. The unit is driven from the net retrieve pump on the larger auxiliary engine.

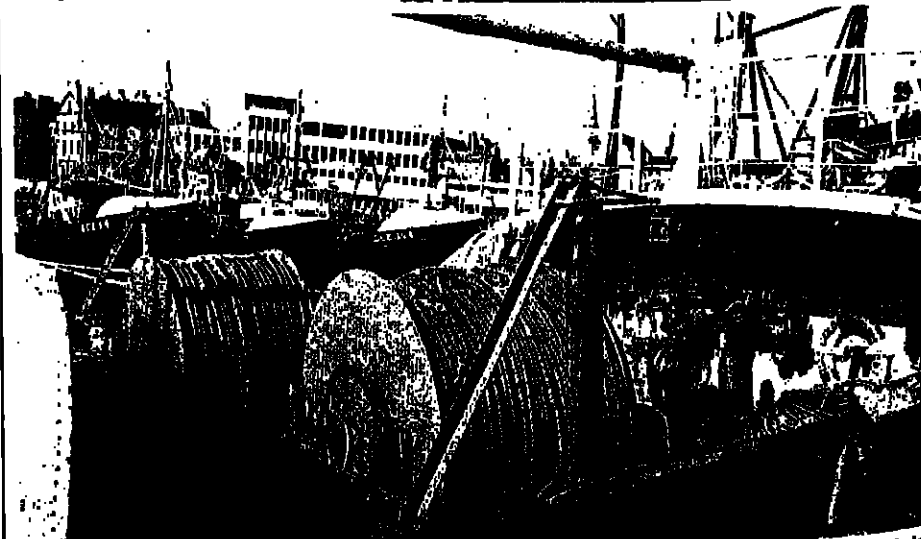
Marconi has supplied most of the wheelhouse equipment. This includes Corvette 25S VHF radio telephone, 'Sailor' T12/R105 ssb radio telephone, Warden 11

watchkeeping receiver, Minicall intercom system, Kodak MD505 radar, and Koden SRM 872 AV fish finder and NM850 A net monitor, plus Marconi Graphette standby echo sounder.

Other equipment includes Decca Mk. 21 Navigator, 450 autopilot and 360° Track Plotter, Kent Clearview window screen, Tensford steering gear, Klaxton horn and two Toomer and Hayter



Above: *Marigold's* main engine and standby Beccles rope collar. Below: Skipper Duncan's previous command was the 78ft. Richard Irvin-built *Franchise*. She has a 240 hp Kelvin diesel installed.



Above: *Marigold* is another seiner fitted with rope storage reels from Fishing Hydraulics. Below: the seiner ready to berth alongside Peterhead ice plant.



helmman's chairs. A Noack searchlight is fitted on the wheelhouse top.

All the electrical switchboards and panels were made by the builders, which carried out the whole electrical installation.

An L-shaped galley and messroom are arranged in the deckhouse. Equipment in the galley includes an Agni Color gas cooker and LEC 24V fridge, and an electric water heater.

Domestic hot water and the central heating is provided by a Kempas oil-fired boiler and there are two Godwin J2 water pressure sets.

A w.c. and shower are also fitted in the deckhouse and borths for the crew are arranged below deck, aft.

TWO REPORTS giving detailed performance data obtained from a series of trials with the 88ft. purse seiner *Courage* are now available from the White Fish Authority.

The reports, which are of direct use to ship designers, machinery manufacturers and purse seiner operators, were produced by the WFA's Industrial Development Unit as a result of work carried out for the Herring Industry Board. Financed jointly by HIB and WFA, the investigation consisted of measured mile, manoeuvring, side thruster and fishing trials.

Several different types of transducers, including strain gauges, photo-electric pickups, gyros and accelerometers, were employed to convert these parameters into electrical signals. These signals were then fed to a multi-channel UV (ultra-violet light) recorder, where they appeared as continuous lines on a paper chart. The recorder was housed in a special deckhouse cabin built for research work.

The main engine is a Miramax Blackstone EWSL 6M diesel rated at 750 bhp at 900 rpm. This drives a Liaen CG-45 three-bladed controllable pitch propeller via a Blackstone gearbox with a 2.548 to 1 reduction ratio. Brunvoll SPH-105 side thrusters are fitted fore and aft.

Deck machinery comprises a Karmoy combination trawl-purse seine winch and a Triplex power block with transport roller. These are powered by hydraulic pumps driven from a power take-off at the fore end of the engine through a central Karmoy gearbox.

During the performance trials many different parameters were measured. These included: propeller shaft rpm and torque; vessel

PERFORMANCE CHECK FOR PURSE SEINER

roll, pitch and heave; rudder angle; propeller pitch; ship's head; thruster pressure and rpm; warp tension; hydraulic pressure and flow rate; and wind direction and speed.

Several different types of transducers, including strain gauges, photo-electric pickups, gyros and accelerometers, were employed to convert these parameters into electrical signals. These signals were then fed to a multi-channel UV (ultra-violet light) recorder, where they appeared as continuous lines on a paper chart. The recorder was housed in a special deckhouse cabin built for research work.

Speed mile

The free running performance of the vessel was established during three double runs, and one single run, on the Aberdeen measured mile. During these runs a free running speed of 11.25 knots was achieved using 750 bhp.

Manoeuvring trials, consisting of two Kempf (zig-zag) manoeuvres, were performed for nominal engine rpm of 910 and 750, with helm angles of 10 deg. and 20 deg., and a check angle of 20 deg. The manoeuvring characteristics were found to be satisfactory at both rpm.

The results from the side

thruster trials were also in line with results published for other installations. Maximum side thrust requirements during the fishing trials were 0.76 tonnes forward and 0.87 tonnes aft. These compare with maximum available thrusts from side thruster trials in Fraserburgh harbour of 0.91 tonnes and 1.04 tonnes respectively.

The fishing trials on *Courage* were performed off the Scottish west coast last summer. The net used had a floatline length of 567m, a ground line length of 63m and a maximum depth of 165m.

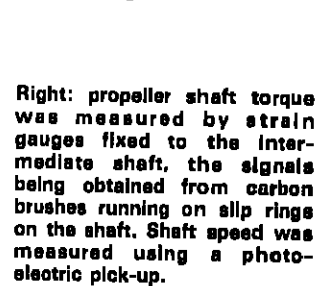
Typical winch load requirements during pursing are shown on page 32. It can be seen that the load rises steadily to a maximum of about five tonnes per barrel when the purse wires are vertical, and then falls fairly sharply to about two tonnes as the purse rings are brought up.

Mean hauling speed on the purse line is 0.32 m/s, which corresponds to a mean drum speed of 20 rpm. Power and torque figures to sustain a load of five tonnes at maximum working radius are 39 hp and 1,400 kgf. m respectively, these being well within the rated performance figures for the winch, which are 50 rpm, 1,600 kgf. m and 110 hp.

Continued on page 32

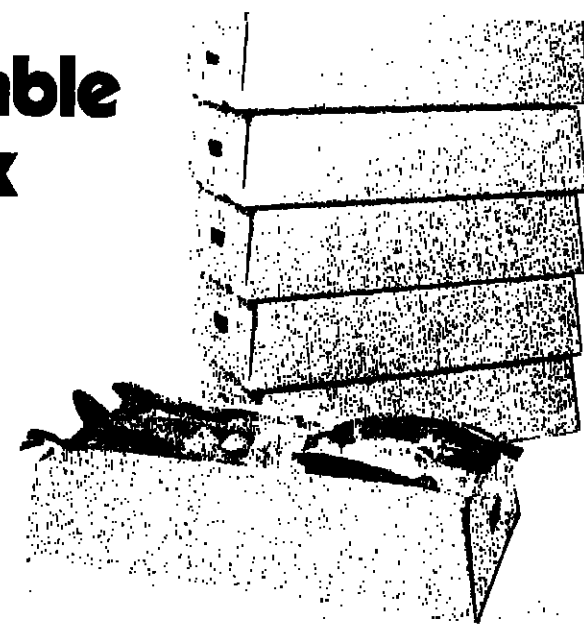


Above: *Courage's* purse wire tensions were calculated from analogue traces provided by special WFA-designed warp tension meters mounted on the purse wires between the winch and galleys.



Right: propeller shaft torque was measured by strain gauges fixed to the intermediate shaft. The signals being obtained from cabin brushes running on slip rings on the shaft. Shaft speed was measured using a photo-electric pick-up.

The Merstone - 4 Non Returnable Fish Box



The Merstone - 4 is a general purpose open-topped fish box for transporting 4 stone of herring or small fish from the port of landing to other markets and processing plants, or to Continental outlets.

It is manufactured from 'Pachyderm', a high quality polythene coated waterproof solid fibreboard. Size 26 1/2 x 14 1/2 x 6 1/2", (672 x 376 x 160 mm.), the triangulated side flanges and shaped corner posts are designed to give carrying and stacking strength. The wedge shape prevents the upper case from slipping into the lower case when stacked.

The Merstone - 4 has successfully provided a means of landing fish directly onto the quayside and has the advantage over the conventional returnable fish box of reducing the costs of losses, repairs, cleaning and transportation.

DRG Merton Packaging

1 Merton High St, London SW19 1PO Tel: 01 540 8883

DRG Packaging Ltd is a Drayton Robinson Group Company

ACME

Motor Control Gear

For A.C. and D.C. Marine Application

The following standard range of marine equipment for shipboard use is available:
DC SUPPLIES CONSTANT AND VARIABLE SPEED STARTING PANELS

FACEPLATE TYPE	25HP	110V	50HP	220V
DRUM TYPE	13HP	110V	100HP	220V
AUTO-CONTRACTOR TYPE	50HP	110V	200HP	220V

3 PHASE AC SUPPLIES DIRECT ON LINE STARTING PANELS

SINGLE OR TWO SPEED	450HP
STAR DELTA	370HP
AUTO TRANSFORMER	450HP
AUTOMATIC STATOR ROTOR	100HP

Enclosures available Drip-Proof, Hose-Proof, and Deck Watertight.

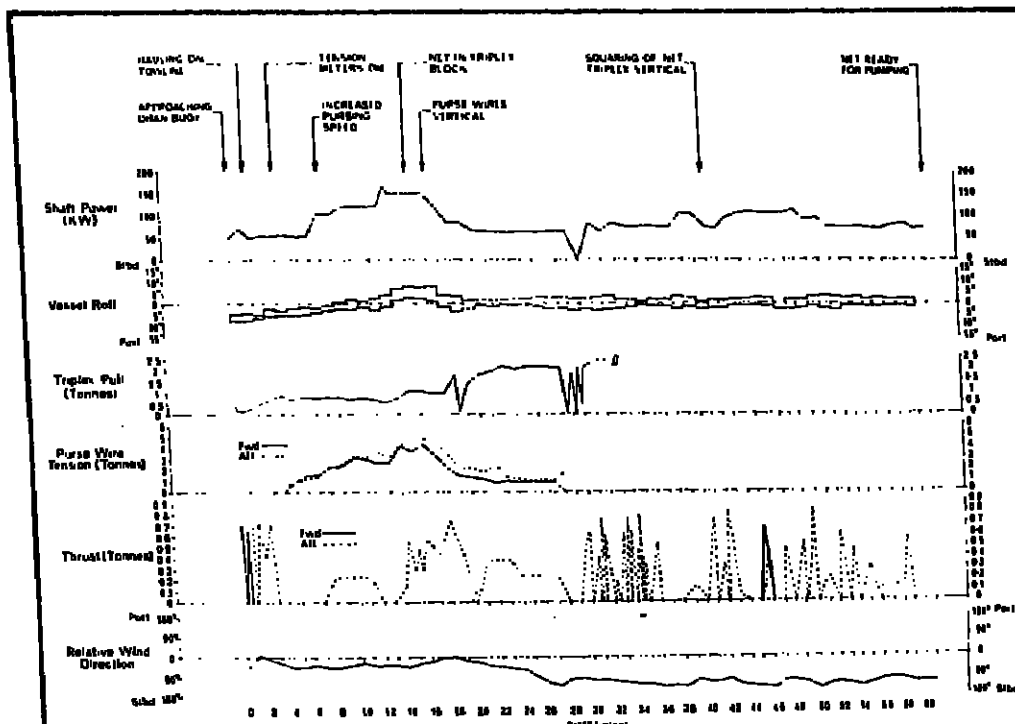
Write for further information to:

ACME ELECTRICAL MANUFACTURING CO. (TOTTENHAM) LIMITED

Tariff Road, Tottenham, London, N.17. Telephone: 01-808 2702-3
Grams: Acmelectri, London, N.17

UK AGENTS

Powerwise Ltd, Malt St, Knutsford, Cheshire. Tel: 0566 4315
Mr. T. Cilmie, 25 Moor Rd, Eastleigh, Hampshire. Tel: 03563 3312



Results of one of the fishing trials with *Courage*. The measurements will be of use to vessel designers and skippers. One of the more important considerations is vessel roll while hauling the giant net.



Above: *Courage*, the Aberdeen-built purser used by the White Fish Authority for its trials. She is powered by a Mirreles Blackstone 750 bhp diesel driving a CP propeller.

Purser trials

from page 31

The maximum propulsion power requirement during purse seining was 293 hp. This was incurred towards the end of the net shooting sequence, the power steadily increasing from approximately 67 hp as more net was shot away.

During the pursing operation 174 to 201 hp was used, and approximately 74 hp during hauling with occasional use of up to 134 hp for manoeuvres to keep the propeller away from the net.

With all gear stowed away in its normal location, the vessel sat in an upright position, but after shooting the net she heeled 6-7 deg. to port. Then, under the combined action of purse wire tensions and net tension, there was a change of heel to starboard of 11-15 deg.

Experience

The maximum heel likely to be induced by the loads generated by the fishing gear was estimated at 8 deg. and the maximum combined roll and heel likely to occur while fishing was 22 deg.

It should be noted, however, that the results were obtained from a well-managed series of trials with an experienced skipper, and

in reasonable sea conditions. Fishing operations by an inexperienced skipper, or in an excessively bad sea, could clearly cause much greater angles of heel and roll than those measured.

Gaps

Before that time there was an almost complete absence of reliable, quantitative information on the performance of different types of fishing vessels and their machinery, under operational conditions, on which designers and others could base their decisions.

These gaps in our knowledge are slowly being filled, says the WFA, and the design of new and improved vessels and machinery is now on a much sounder technical footing as a result of the type of work carried out on *Courage* and other fishing vessels.

Copies of the reports (MD 251 and 309) are available from: the Herring Industry Board, Sea Fisheries House, 10 Young Street, Edinburgh, EH2 4JQ at a cost of £3 for both copies, post and packaging included.



WFA electronics technician Kenneth Halliday checks out the UV recorder on which most of the measured parameters were recorded.

Difficult conditions in the fishing industry demand tough equipment, and Kelvin diesels have always responded magnificently to the challenge.

But conditions in fishing today mean that what were once good reasons for choosing Kelvin are now even better reasons.

Reliability, economy and easy maintenance mean that more of the profits are going to you, not going to keep your diesels going.

Sturdy construction and generous metal tolerances, allied with low-revving characteristics, spell exceptionally long-life.

Compact design means that the engines take up less room, leaving more room for the catch.

If you suspect there should be more profit in fishing, then perhaps you're using the wrong diesels.

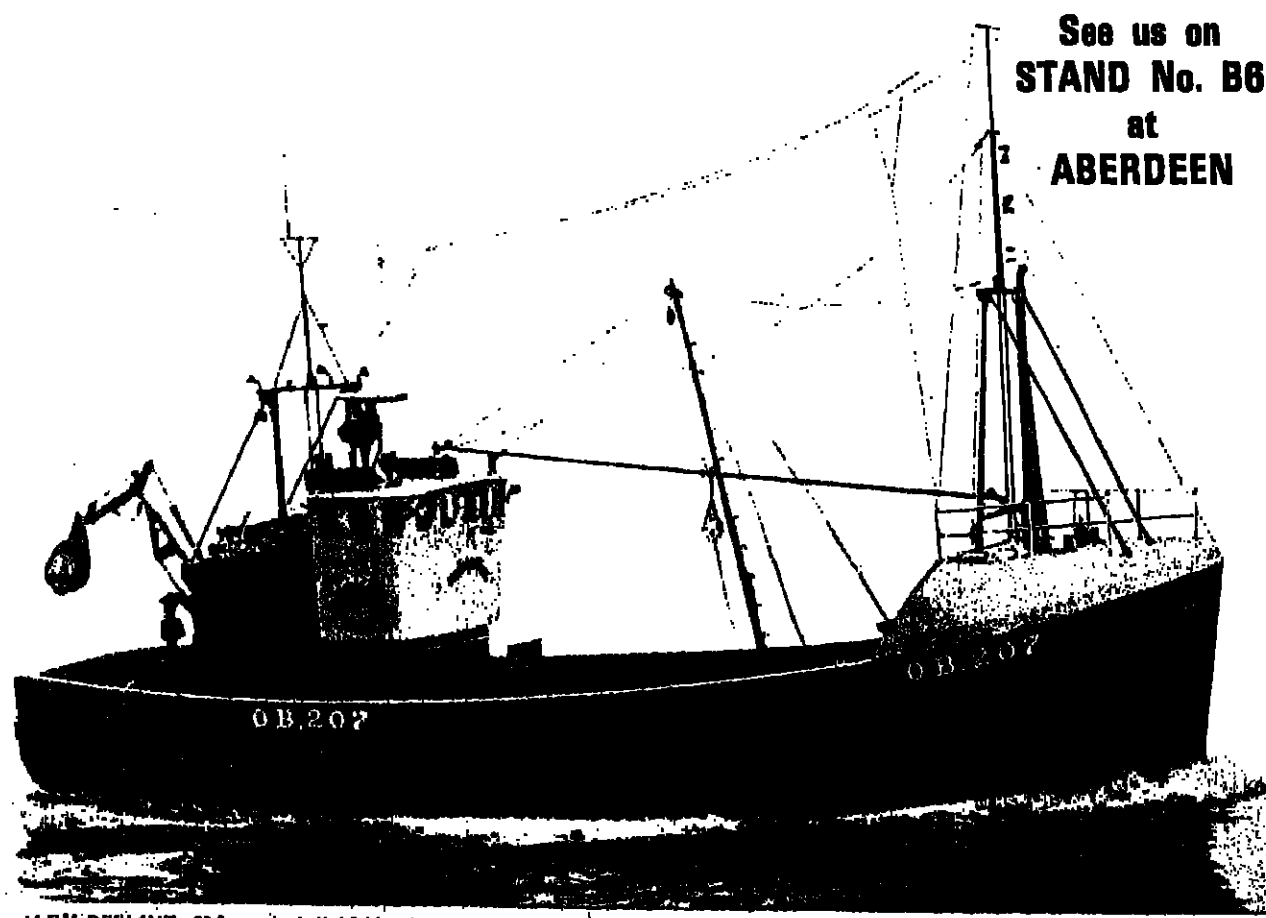
Try Kelvin, and see.

Kelvin

Quality marine diesels; 10-500 shp

**Today, more than ever,
you need Kelvin diesels.**

See us on
STAND No. B6
at
ABERDEEN



A.P.V. DEPLANT a 65 ft. wooden hulled fishing vessel powered by an 8-cylinder TASC0 Kelvin Diesel developing 415 shp. This vessel of Transom-sterned design with a forward engine installation was built by Thomas of Buchle for Mr. William "Zander" Forbes.

A management company of
S&C
DIESELS

Kelvin Diesels, 254 Dobbies Loan, Glasgow G4 0JL Telephone 041-332 1266

Slump catches up with boatyards

ONLY TOP SKIPPERS CAN AFFORD NEW BOATS

BOATYARDS in north-east Scotland have low and even empty order books now that the fishing industry's problems have remained unsolved longer than it has taken to build the craft ordered during the good times.

Enquiries have been cut back as both skipper-owners and fishing companies decided that caution is the best policy until the way ahead for fishing can be seen more clearly.

But it's not all gloom. A number of yards have work in hand and the prospect of an order or two in the near future, despite the frightening escalation in the cost of new craft.

One yard keeping going quite happily is the small Arbroath firm of Gerrard Brothers which has two boats under construction and is quite confident another order will be confirmed shortly.

Due for completion in September is the 70 ft. seiner-trawler *Sedulous*, being built for Skipper Robert McBain of Pittenweem.

Designed by G. L. Watson and Co., the wooden-hulled boat has a beam of 22 ft. 6 in. and is powered by a Kelvin engine of 600 hp driving the propeller through a Reintjes gearbox.

Wilmar Engineering of Aberdeen has supplied her Lister auxiliary engine which drives a 13 kW 110V generator and a 24 in. bilge pump.

Equipment on deck is to include a power block, Northern Tool and Gear Mk II seine and trawl winch, plus Loeis Hydraulics rope storage reels.

On the stocks is a 54 ft. G. L. Watson-designed vessel for Skipper Billie Scott of St. Monans. She will have an aluminium deckhouse set on a steel poopdeck, and be powered by a Gardner eight-cylinder engine driving the 60 in. diameter propeller through a Twin Disc reverse and reduction gearbox.

Gear handling machinery will include a power block, Northern Tool and Gear winch and, probably, rope reels.

The other yard in Arbroath — Mackay Boat-builders — has an empty order book, but is kept so busy with repair work that no men have been paid off recently. A few weeks ago the yard fitted Northern Tool and Gear winches to two steel vessels.

One of these was the 90 ft.



This 54 ft. G. L. Watson designed seiner trawler is being built for Skipper Billie Scott of St. Monans. Equipment will include Gardner engine and Northern Tool and Gear winch.

Peterhead vessel *Responsive*, formerly the purse seiner *Claben*, which has been converted for trawling and fly-dragging seining.

The other was the former Aberdeen sputnik trawler *Craighall*, now sold to Ewan Cameron from Boat of Garton.

Much more repair and overhaul work is in the offing at this yard.

Further north, at Aberdeen, the launching of the 88 ft. steel seiner-trawler *Helene* in August marked the end of an era at the John Lewis and Sons Ltd. yard.

The firm is not scheduled to build any more fishing boats.

Work has just begun on a £2m. modernisation scheme

which will include a slipway large enough to repair and overhaul the biggest oil supply boats operating in the North Sea.

Lewis is part of John Wood Group (Aberdeen) Ltd. and the new development will rationalise the ship repair activities of Lewis, and Wood and Davidson Ltd., to operate as the John Wood Group Ship Repairing Co. Ltd.

Provision is being made to build boats again should demand justify this.

It is just 100 years since Lewis began building fishing vessels. In the last ten years or so the yard has built 40 of the smaller type of pocket trawlers and dual-purpose vessels known as the *Spinningdale* class. This includes 21 of the 88 ft. Mk. I model, 16 of the Mk. II model and three 75-footers.

Helene was named on August 12 by Helen Wood,

wife of Ian C. Wood, managing director of the John Wood Group.

Built to the order of the Don Fishing Co. (Peterhead) Ltd., *Helene* has an overall length of 26.2 m. and beam of 6.7 m. She is powered by a Mirreles Blackstone ETS6MGR engine developing 636 bhp at 750 rpm.

Two Gardner 8LX auxiliary engines are fitted, the port unit driving an alternator and the hydraulic power pack for the deck machinery, while the starboard set drives another alternator and an air compressor.

Gear handling machinery is to include Decca autopilot, Navigator and Track Plotter, and two Kelvin Hughes MS44 echo sounders with scale expansion units.

Redifon is supplying a Saxon King radio telephone, Sealand vhf radio telephone, SRE 203 talk-back system, WK2182 watchkeeping receiver and Furuno FRS48 and FRS 24 radars.

The fishroom will have a capacity of 120 cu. m. and be insulated and lined on sides, deckhead and bulkheads.

Lewis is fitting out two other fishing vessels. They are the 88 ft. pocket trawlers, *Glen Artnay* and *Glen Farg*.

Continued Page 34.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.

FISHING NEWS

September 10, 1978

ordered by J. Marr (Aberdeen) Ltd. from the Dundee yard of Smith and Hutton.

Their hulls were being built at the Middlesbrough yard of Tees Marine Services Ltd. under sub-contract to Smith and Hutton, but the latter firm went bankrupt.

Lewis won the contract to complete the vessels which will have Mirreles Blackstone engines.

Peterhead's well known Richard Irvin and Sons Ltd. yard has nothing on the stocks at present, but is busy with repair work including a major job on the 78ft. wooden boat *Ugievale II*. She was badly damaged in a collision while herring fishing off England recently.

The work involves replacing nine planks, two main frames, two main beams, three inside stringers and quite a lot of deck planking.

A new aluminium whaleback is being made by A. F. Engineering (Scotland) Ltd. of Peterhead. *Ugievale II* was built at the Irvin yard in 1988 for Skipper Arthur Buchan.

Up at Fraserburgh, James Noble (Fraserburgh) Ltd. is

completing the 55ft. wooden-hulled trawler *Our Heritage* for Skipper Colin Jonkinson of Scarborough, but has no further orders. *Our Heritage* is powered by a 375 hp Kelvin engine driving the propeller in a Kort nozzle. A small Petter auxiliary engine will drive a 24V Transmotor generator.

Fitted for trawling only, she has no power block and her gear handling aids include Sutherland trawl winch and Clarke's of Grimsby bollards and towing blocks.

Sonar

Wheelhouse equipment consists of Kelvin Hughes echo sounder and Adscope, Tenford steering gear, Kelvin Hughes autopilot, Decca 914 radar and Simrad sonar.

J. and G. Forbes and Co. has two large wooden boats on the stocks at its Sandhaven yard.

Yard Number 287 is a transom-sterned purse seiner for Mr. Irvine of Shetland. She is 85ft. long, with a beam of 23ft.

Her engine will be a Cater-

pillar 800 hp unit and her equipment will include Brunvoll stern thruster and Karmoy winches.

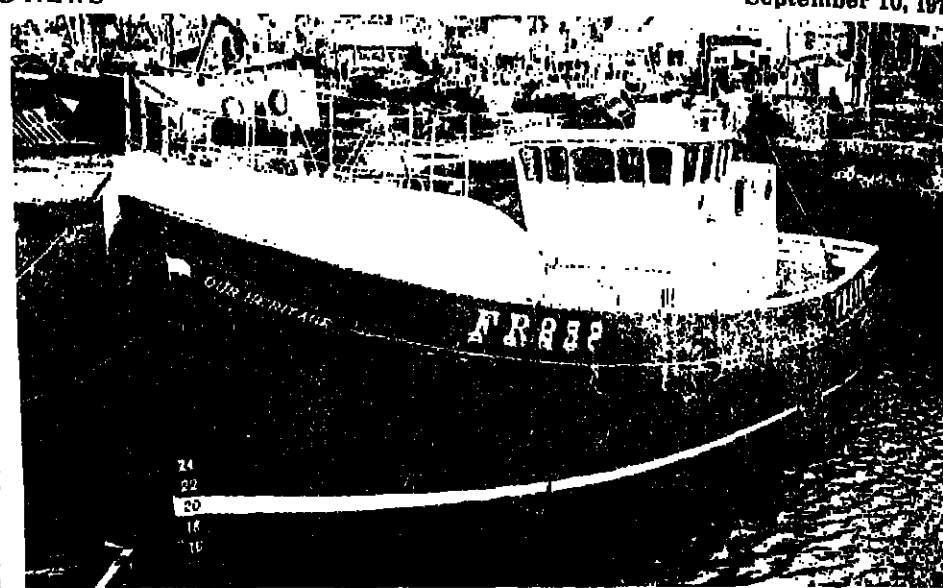
Yard Number 288 is an 80ft. transom-sterned vessel to the order of Skipper James West of Gardentown. She will be powered by a Mirreles Blackstone engine of 750 hp.

In Fraserburgh harbour Forbes is fitting out two 85ft. steel-hulled purse seiners. These vessels are victims of the financial collapse of Dundee's Smith and Hutton; Forbes later won the contract to complete them.

Designed by the Napier of Arbroath, they are being built to the order of Alexander Masson and others and David Alexander and others.

Each will be powered by a Mirreles Blackstone engine driving a Llaen variable pitch propeller in a nozzle. They also have Gardner auxiliary engines, Brunvoll side thrusters, Karmoy purse and trawl winches and Triplex net winches.

Further along the Moray Firth coast from Fraserburgh, the Macduff Boat Building and Engineering Co. is still quite busy with three wooden vessels.



James Noble's 55 ft. *Our Heritage*, has a Kelvin 375 hp Diesel and a Kort nozzle. She is for trawling only.

A 85ft. transom-sterned trawler is almost complete for Skipper Alec Newell of Kilkeel, Northern Ireland. Designed by G. L. Watson and Co., she has a beam of 21ft. 8in. and her superstructure is of steel.

Propulsion is provided by a Kelvin TASC8 engine which gives 415 hp at 1,200 rpm, and drives the Bruntons four-bladed, fixed-pitch, propeller through a Raintjes 4:1 reduction and reverse gearbox.

Equipment driven from the main engine includes two 24V Transmotor generators, a Gilbert Gilkes and Gordon Gilme 250/700 bilge and general service pump, and the hydraulic steering gear pump.

The auxiliary engine is a Lister HRM3 running at 1,800 rpm to give 37.5 hp. It drives a Gilme 250/700 pump, a Transmotor 24V generator and a small hydraulic pump for fishing gear retrieval.

Tanks have capacity for 1,800 gallons of fuel oil, 250 gallons of fresh water and 40 gallons of lube oil.

A Jensen Skagon type 80 trawl winch is fitted in the shelter of the whaleback. It is powered by a Dowty variable delivery hydraulic pump driven from the fore end of the main engine through a Graham Ferrier step-up gearbox.

A Loeise Hydraulics Co. 24in. power block is hung from a crane mounted at the after starboard corner of the deckhouse.

Fish finding aids in the wheelhouse are, in the main, from Simrad and comprise EQ Echo sounder, MA Echo Magnifier and C1 Echo Scope, and also sonar with CM Sonarscope.

A Furuno net sounder is to be fitted and, other equipment includes: Simrad RW watchkeeping receiver, Tenford H100 ESC steering gear, Morse engine and winch controls, 'Sailor' T122/R105 SSB radio telephone, 'Sailor' RT144 vhf radio telephone, Decca Mk 12 Navigator and Decca 450 automatic pilot.

The fishroom is insulated on the bulkheads and is fitted with wood boards and aluminium stanchions. It is served by one steel hatch with an aluminium cover.

An unusual feature is the skipper's cabin, which leads off the main cabin below deck aft. Bunks for six are arranged in the main cabin.

A Calor gas cooker is fitted in the galley, at the after end of the deckhouse.

Under construction at Macduff is a 50ft. transom-sterned G. L. Watson-designed trawler for Thomas Buchan Strachan and Alexander Strachan of Fraserburgh.

She will be powered by a Gardner 8L3B, 230 hp, engine driving through a Twin Disc 4.13:1 reduction and reverse gearbox to a 60in., four-bladed, fixed-pitch, propeller housed in a Kort nozzle. Gear handling machinery will include a Norwinch net drum and Norwinch TC8 trawl winch.

Other equipment will include Humber 8t Andrews-type warp tension meters, Willis Ridley steering gear,

'Sailor' radio telephone, Simrad vhf radio telephone, Decca radar and 450 automatic pilot, Simrad EQ echo sounder and echoscope, and Ben Amphitrite speed log. She is scheduled for completion later this year.

On order at the Macduff yard is a 74ft. G.L. Watson-designed, cruiser-sterned, seiner-trawler for Macra Duggie and McPherson of Buckie.

Equipment will include Kelvin 500 hp engine, Sutherland winch and Loeise Hydraulics power block and rope storage reels.

Buckie's three boat-building firms have boats under construction at present, but are somewhat anxious about the future.

Commander Robert Young, managing director of Jones Buckie Shipyard, told *Fishing News* there is quite an interest in new boats but now but, because of the huge costs of new vessels, most of the enquiries are coming from top skippers only.

Johns Buckie has three vessels under construction but, although it has several tenders out, there has been no more firm orders yet.

Commander Young said his firm would be forced to consider redundancies if no further orders are forthcoming.

Grimsby

Nearing completion at the firm's Lossiemouth yard is the trawler *Jean Scott*, which Skipper Phil Scott of Grimsby will work for Riverside Trawlers Ltd.

She is sister-ship to *Margrethe Bojen* built earlier this year for Skipper Jens Bojen of Grimsby, but differs in that she is powered by a Gardner 8L3B engine of 230 hp driving a fixed-pitch propeller. (A full description of *Margrethe Bojen* was published in *Fishing News* April 9).

At the Buckie yard, a 74ft. transom-sterned seiner-trawler is under construction for Skipper J. McKenzie of Nairn. Designed by G. L. Watson, she has a beam of 21ft. 8in. and comes under the 50-ton registry. The craft is to have a three-drum system of rope storage reels from the Loeise Hydraulic Co. The third drum will allow the ropes to be turned.

Her main engine is a Caterpillar D363 of 425 hp and other equipment is to include Lister auxiliary Sutherland winch and Loeise Hydraulics power block.

Kelvin Hughes is to supply most of her wheelhouse aids, including MS44F echo sounder, type 17 radar, Portland radio telephone and Foreland vhf set.

Skipper Eric Smith of Buckie will take delivery of the next vessel, of similar lines and dimensions to *Margrethe Bojen*. Skipper McKenzie's boat, an unusual feature will be the

September 10, 1978

fishroom cooling plant supplied by Currie and Thomson of Elgin.

The compressor will be driven from the auxiliary engine.

She will also have three Loeise Hydraulics rope reels, while other equipment will include Kelvin TASC8 500 hp main engine, Sutherland winch, Loeise Hydraulics power block, Decca radar and Elac echo sounder and fishlugs. Completion is scheduled for next spring.

Herd and Mackenzie of Buckie also has three boats under construction but, despite quite a few enquiries, has no orders beyond this. A cut-back in labour will have to be considered if nothing turns up.

Due for delivery before the end of the year are two 87ft. steel stern trawlers for the Chambers brothers of Ananalog, Northern Ireland.

Designed by the builders, they have a beam of 24ft. and are of round bilge form, with a transom stern, and have the engineroom and superstructure forward and the fishroom aft.

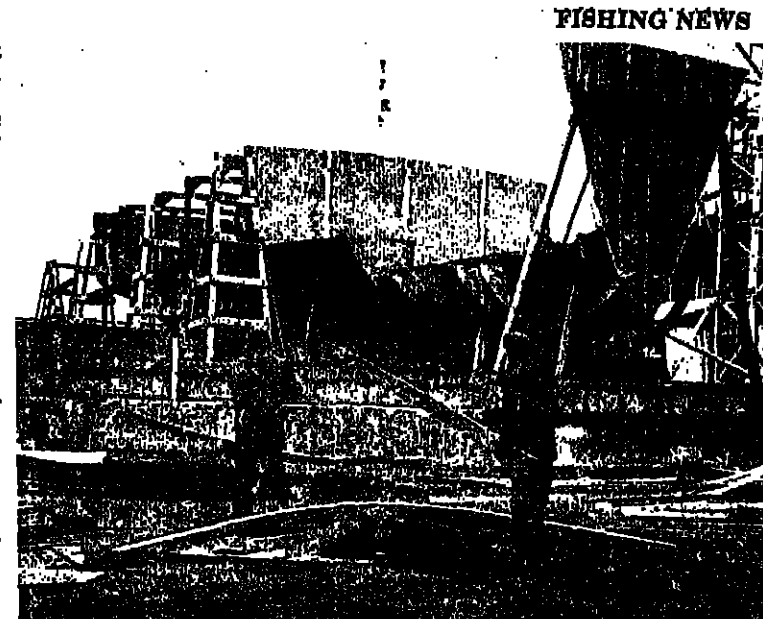
Each will be powered by a Mirreles Blackstone engine of 800 hp driving a Llaen variable pitch propeller.

Under construction at Herd and Mackenzie is a 74ft. cruiser-sterned wooden seiner-trawler for Skipper J. S. Smith of Buckie, meanwhile in command of *Helena*.

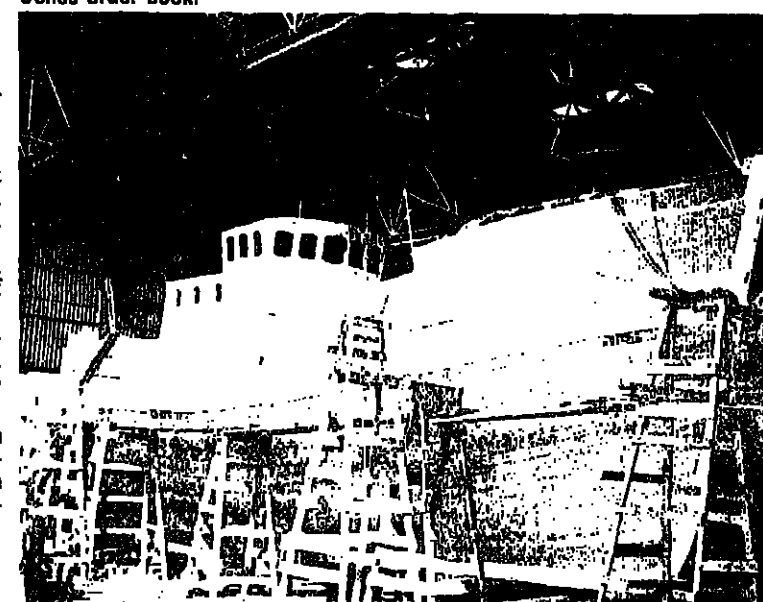
At the other end of the harbour from Jones and Herd and Mackenzie is the George Thomson and Sons yard.

Here, a 74ft. transom-sterned and G. L. Watson-designed seiner-trawler is on the stocks and will be launched at the end of September.

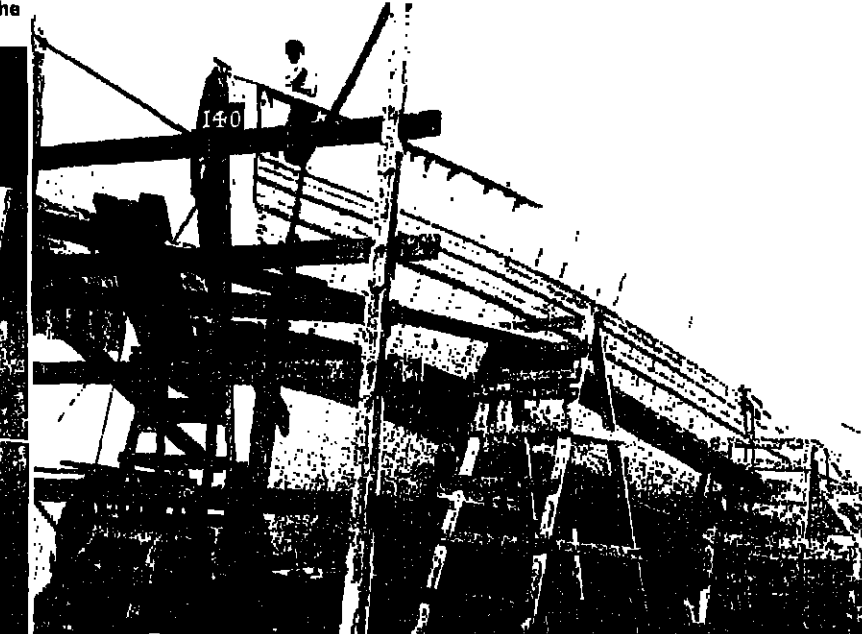
The Thomson yard has no other orders as yet, but enquiries are coming in.



A photo taken some time ago shows work starting at the Herd and Mackenzie yard on one of the 87ft. steel stern trawlers for the Chambers brothers of Northern Ireland. Work on both boats is now well advanced. Below: Jones Buckie Shipyard is building a 74ft. G. L. Watson-designed seiner-trawler for Skipper J. McKenzie of Nairn. An unusual feature will be her three-drum system of rope reels from the Loeise Hydraulic Co. She is the last but one boat on the Jones order book.



Above: the 85ft. trawler *Loyal Friend* has been built by the Macduff Boatbuilding and Engineering Co. for Skipper Alec Newell of Kilkeel, Northern Ireland. Below: last boat in the current order book of George Thomson and Sons is this 74ft. G. L. Watson-designed seiner-trawler being built for Skipper Fletcher of Portgordon.



Caledonian..

..for 25 years

your

Caterpillar

dealer

in Scotland

Since 1951 Caledonian has been the Caterpillar dealer in Scotland, a fact of which we as a company are justly proud. Many changes have taken place over the intervening years, however, our philosophy has remained constant, to provide a total service to our customers.

In this our Silver Jubilee year, we call this commitment CAT PLUS and we will carry on improving and developing our services to ensure our continued reputation as the Caterpillar dealer in Scotland.



GLASGOW Balhouston, Glasgow G69 7TX. Tel: Coatbridge 20111 Telex: 77-243
 AIRDRI Belladyke Lane, off Cairnhill Road, Airdrie ML5 9HT Tel: Airdrie 51111
 CALDERCRUIX Airdrie Road, Caldercruix, Airdrie ML5 8PB Tel: Caldercruix 843133
 PERTH Lairwell, Kinfauns, Perth PH2 7JX Tel: Perth 23181 Telex: 78145
 ABERDEEN Seaforth Centre, Waterloo Quay, Aberdeen AB2 1BS Tel: Aberdeen 51201
 FRASERBURGH Shore Street, Belachava, Fraserburgh Tel: Fraserburgh 3831
 MUIR-OF-ORD Great North Road, Muir-of-Ord Tel: Muir-of-Ord 575



Caterpillar Cat and Plus are trademarks of Caterpillar Inc. U.S.A.



Tel. 3237

VIC BRUCE

Peterhead Ship Chandlery Manager

Vic has an intimate knowledge of fishing gear and a wide reputation for service. He is well known in Shipchandlery circles throughout Scotland.



Tel. 2626

PETER BUCHAN

Peterhead Net Dept. Manager

Top ex-Seine net Skipper — designs all our Keen-fisher nets and trawls (Morning Dawn and Unity grossed £11,090 on a 7 day trip) using a Keenfisher courlene White Fish Pair Trawl.



Tel. 2196

CAMPBELL STEPHEN

(ex-Skipper Sustain) Sales Representative

Campbell has just joined our staff. He is a well known and very successful skipper and hopes to commence travelling in the Scottish and Northern England areas immediately.

If you have any query regarding fishing gear ring any of our team — they will be delighted to help.

WE MAKE ALL TYPES OF SEINE NETS AND TRAWLS.

And remember —

We stock a complete range of nets for WHITE FISH PAIR TRAWL.

For soft bottom — The Apeldoornse nylon white fish pair trawl.

For hard bottom — The Keenfisher courlene White Fish Pair Trawl with bobbins (much cheaper than equivalents offered by our competitors).

CALEY FISHERIES GROUP LTD.

11 HARBOUR ST. PETERHEAD

Tel: Peterhead. (0779) 2414

Sole U.K. agents for Apeldoornse Netting

KELVIN HUGHES OFFERS YOU THE WORLD'S FINEST EQUIPMENT FOR INSHORE AND DEEP SEA FISHING VESSELS

From Canada - the Omni Sonar, a unique long range sonar with a simultaneous all round range in excess of 2000 metres. From Japan - the W.G. Fishsounder and Net Telemetry system giving more information on a chart than ever before. From our own factory - Situation Display, enabling you to assess the complete trawling situation on the fishing ground at a glance. These are the products that we have selected to meet the future, increasingly diverse, needs of the fishing industry. Together with our other well known, reliable, radar, sonar and radio products they make an unbeatable package for both the deep sea and the inshore fisherman.

Omni Sonar. A simultaneous 360° picture showing on a radar type screen, the ranges and bearings, shapes, sizes and densities of the shoals around your vessel! The Omni Sonar is used for all round, long range search in excess of 2000 metres (the range scales are 0-250m, 0-500m, 0-1000m, 0-2000m, 0-4000m). It also has operational modes for more concentrated searchlight beam or directional scanning. Tilt facilities of up to 45° from the horizontal for holding shoals at short range are available, and in some modes you can have an alternative loudspeaker search facility. A high speed, robust hoist unit enables the transducer to be raised clear in a matter of seconds.

Situation Display. A panoramic view of the fishing ground electronically reproduced just as one would see it looking out of the bridge window. The whole situation can be seen at a glance; the movements of all vessels (including own vessel) within a selected range are automatically tracked, and positions, aspects, speeds and other clues to the trawling operations can be assessed merely by looking at the screen. The picture is displayed on a large 20" TV screen, which can be viewed at a distance with different modes for daylight or night time conditions, by any number of people without the need of a hood or visor. Situation Display won a Queen's Award to Industry for Technological Innovation in 1975.

W.G. Fishsounder and Net Telemetry system. More information on fish detection and trawl behaviour than has ever been available before on one recorder! The Wide Graph system offers: simultaneous or alternative frequency recording whereby the white line echo trace can be switched to 'high' for optimum discrimination in lower depths, or 'low' for maximum detection in deeper water; scale expansion, which can be seabed locked for the detection of fish hard on the bottom or transmission locked for a detailed examination of a layer at any depth between the surface and the seabed; telemetered trawl information, with a record showing fish echoes above and below the trawl headline, together with surface and seabed echoes. All this information is available at any one time on the same chart. W.G. is available in a choice of systems to suit any vessel. In addition a c.r.t. scale expansion unit can be added, which can be seabed locked for demersal fishing or transmission locked for pelagic fishing.

Some of the rest of the range ...

Bottom Logs -
A choice of electromagnetic, acoustic and pressure.

Type 17 radar - the fishermen's favourite - over 10,000 have now been sold - 9" or 12" displays - ranges up to 36 miles - digital range readout available.

MS44 - White line or grey line on a wide (8 1/2" inch) chart - excellent combination of fish finding and ground discrimination performance - with the BL1 forms the Kingfisher II system, with the facility to display a seabed locked or transmission locked expanded trace adjacent to the conventional trace on the recorder chart.

BL1 - part of the Kingfisher II system.

Ships Radio Station
A comprehensive and reliable telegraphy/telemetry system for the larger trawler - comprises a high power s.s.b. main transmitter, an s.s.b./d.s.b. main receiver, and reserve and emergency equipment - all modules designed for ease of installation and servicing - synthesised frequency control in both transmitter and receiver.

Falkland II. 120 W p.e.p s.s.b. radio telephone - 23 channels - rugged and reliable - easy to fit - sensibly placed controls - high standard components used throughout.

Pentland Alpha and Pentland Bravo - 400 W p.e.p s.s.b. radio telephones for compulsory and voluntary equipped vessels - easy to fit, simple to operate - long range H.F. facility in the Pentland Bravo for deep sea vessels.

Adscope c.r.t.
- efficient and economic - operates in conjunction with the MS44 or Kingfisher II.

NM704. Automatic pilot for inshore vessels - maximum course error sensitivity of 1/2° - system includes remote steering control, choice of magnetic compass and a watch alarm approved by the White Fish Authority.

'Minch' - 2182 kHz Watch Alarm Receiver - compact, robust and splashproof.

All these products are backed by Kelvin Hughes Service, which is available from major fishing ports throughout the British Isles.

FOR FURTHER DETAILS CUT OUT THIS COUPON AND POST IT TO US NOW!

Please send me your package of literature dealing with products for

Deep Sea Trawlers ☐
Inshore Fishing Vessels ☐

(Please tick as appropriate).

Name _____

Address _____

KH

KELVIN HUGHES

A DIVISION OF SMITHS INDUSTRIES LIMITED

New North Road Hainault Ilford Essex IG8 2UR

Telephone: 01-500-1020 Telex: 896401



CATCH '76
Come to
Aberdeen
and see our
Fishing
Equipment
on STAND
No C6

September 10, 1976

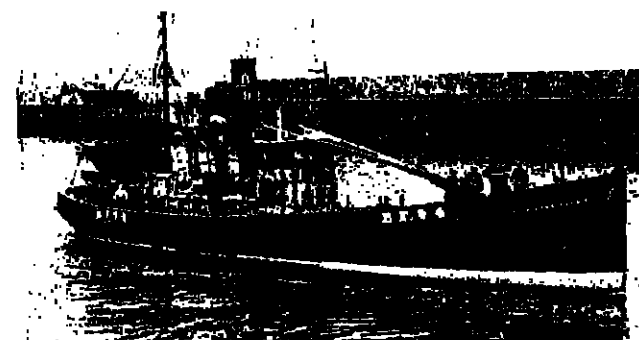
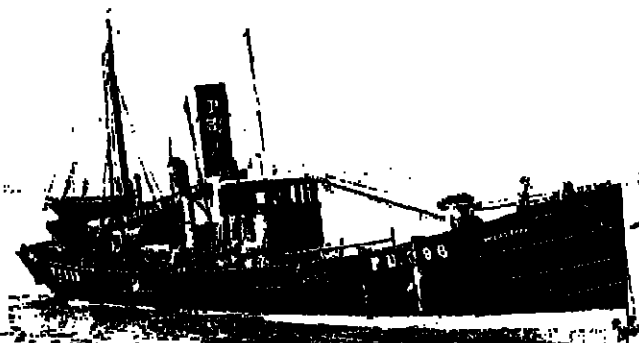
FISHING NEWS

38

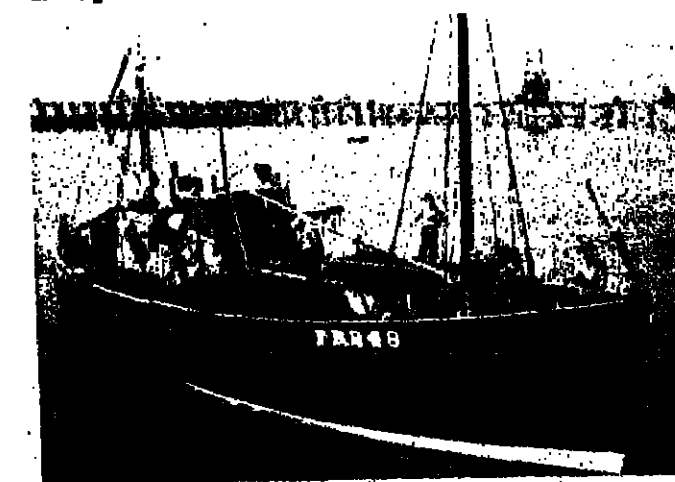
SCOTTISH fishermen have not only brought prosperity to their own shores. Before the turn of the century and right up to the 1960s, the arrival of the Scottish herring fleet was eagerly awaited in English ports along the east coast. TOM WOOD looks back on those days at Grimsby where, now, only the rotting herring jetty stands as a reminder of the passing of this great fishery.



Above: The deserted and derelict herring jetty at Grimsby in 1976. Years ago the jetty would have been filled with sailing boats and drifters but, today, even the gulls have deserted it.



Top: Sea Reaper, down for the herring at Grimsby. Above: John Hard, a typical Scottish steam drifter like the hundreds which visited Grimsby. Below: Grimsby, one of the last Scottish motor drifters to visit Grimsby in the early 1960's. Bottom: Argonaut, one of the last Scottish motor drifters to visit Grimsby arriving with a catch.



When Scots sprinted for Grimsby's

THE SAD STORY of the North Sea herring fisheries has one of its most melancholic memorials in the deserted and derelict wooden herring jetty at Grimsby.

For almost a century it was the setting for the landing of the most nutritious of all fish but, although the tides still swirl around its rotting piers, they no longer bring with them the scores of late summer herring drifters laden with their silvery hauls.

Grimsby never had any drifter fleets of its own worth mentioning. For generations

it enjoyed a cosmopolitan patronage of English, Scottish and foreign drifters of immense value to the port.

Above all it was the industry of the Scots boats and their fisherfolk ashore who were responsible for most of this prosperity as they followed the herring south.

At its peak before the First World War when the fishing was "on", the tidal basin outside Grimsby's Royal Dock thronged with so many vessels they used to say you could walk from the west pier to the east pier, where the market was, stepping from drifter to drifter.

Herrings teemed ashore by

the million and the clanking din of overworked pulleys, the clatter of barrels and the hubbub of strange tongues—many with broad Scots accents—from the Sale Ring mingled non-stop with raucous cries from the drifters and screeching gulls swirling in eddies of hot air over these strange proceedings.

Yet Grimsby was never a serious rival to Lowestoft or Yarmouth. The Grimsby season was sandwiched very conveniently between the end of the Great Scottish summer season and the beginning of the famed East Anglian autumn fishery around

September 10, 1976

FISHING NEWS

39

sprinted for sale ring

Michaelmas (September 29).

Most of Grimsby's fish came from the drifters which nightly shot their nets on the grounds off the Yorkshire coast, the western Dogger, or the Dowling. Her competitors were Scarborough, Whitby and Shields on the Tyne.

Where the Humber port scored was in an amazing fleet of white-funnelled passenger and cargo steamers, belonging to the Great Central Railway (later the L.N.E.R.), which operated weekly, and sometimes daily, services to the continent.

They were a veritable godsend to the exporters with

ports of call at such convenient places as St. Petersburg, Kroningsberg, Bremerhaven, Gothenburg, Antwerp, Rotterdam, Stettin and Riga. The demand for cured herrings there before 1914 was almost insatiable.

Although the industry was very much in decline, it was a body blow to Grimsby when the railway steamers were transferred to Hull and Goole in 1933.

In 1902, when 143 Scots drifters came to Grimsby, 17,843 tons of cured herring were exported. And the figures rose gradually to 23,489 tons in 1911 (Grimsby's best year), when

close to 200 Scotsmen were based on the port. That year alone well over a quarter of a million crans of herrings were landed, with the lion's share coming from the Scots' nets.

The loss of valued markets

in Russia, Germany and Poland after the 1914-18 war changed everything and are reflected in immediate post-war exports of 1,366 tons in 1920 and only 6,127 tons in 1925, the best year since. Thereafter, it was just

another story of slow decline. The prominence of Grimsby as a herring station dates from 1865 when early Scottish sailboats made their first landings. Carl Magnus Mundahl, snack owner and fish salesman, sold the fish and a body of influential Grimsbians, with commendable foresight, persuaded the Railway Company to make arrangements to accommodate the drifters' needs, albeit for a few weeks annually.

No records exist of those early visitors. It seems likely, though, they were fished from Anstruther or Kirkcaldy, as these were the ports which blazed the trail south.

At that time the fifth was the most common fishing vessel in Scotland, with a high dipping lug sail forward and a smaller one aft. They varied in length from 50 to 75 ft, and like many of the other types of sailing craft from Scotland, survived long after the era of sail was over with motor engines added.

By the 1880s the zulus from the Moray Firth ports were crashing up the Humber. Probably the most majestic of all sailing craft, many were well over 80 ft, and carried such towering expanses of lug sails they could only be hoisted on most vessels by a steam capstan.

In port their huge pitchpine masts resembled rows of trees, but there was nothing ungainly about them under sail and the grandeur of these splendid luggers thundering along at ten knots, or more, quickened many a pulse.

There was also an assortment of other vessels which called at Grimsby, including the time-honoured skiffle and the baldies from Leith. Only when the winds fell away were they vulnerable. Then they would produce huge oars, known as sweeps, to laboriously manhandle the big luggers.

Tow in

It was heavy work which even the braw Scots driftermen could not maintain for too long, and this was where Grimsby's paddle tugs often made a "killing".

Some of the bigger tugs like Gipsy King, Empress, Humber and Lifeguard could manage half-a-dozen drifters at one tow and, with their paddles churning through the grey Humber waters, looked like broody hens flapping along ahead of a family of over-sized chicks.

To the hard-pressed pattern of the Grimsby season was established, and it was of herring spawning in the summer that they must have stopped coming to Grimsby in summer more than anywhere else in the 1860s.

They squeezed out the fish, the emphasis was always on the "squeeze". But it was not until the 1880s that the herring fishery was truly a business.

A lucky drifter could strike full almost as soon as her nets were shot, or wait night after night for a solitary fish and then, if she would not make the markets with the perishable fish, it could spell disaster.

Indeed it was the uncertainty of delivery which led to the collapse of the luggers, although there were still many around right up to the First World War.

As with the sailboats, families banded together to invest in steam. The first steam drifters from Scotland came to Grimsby around the turn of the century and new vessels followed every year.

Doldrums

Until the outbreak of war they held unparalleled prosperity, but in the 20s and 30s—with the industry in the doldrums—they were a constant source of ruin. Many were the Scots driftermen who returned home after months on the "voyage" and back-breaking work to settle deeply in debt.

The Scots had a passion for colour and their boats, like those from Yorkshire, gleamed with bright paintwork and the most artistic schemes imaginable.

In the early days sentimental, romantic and poetical names were very popular and many in turn passed to the powered craft, reflecting the hopes and aspirations of the owners.

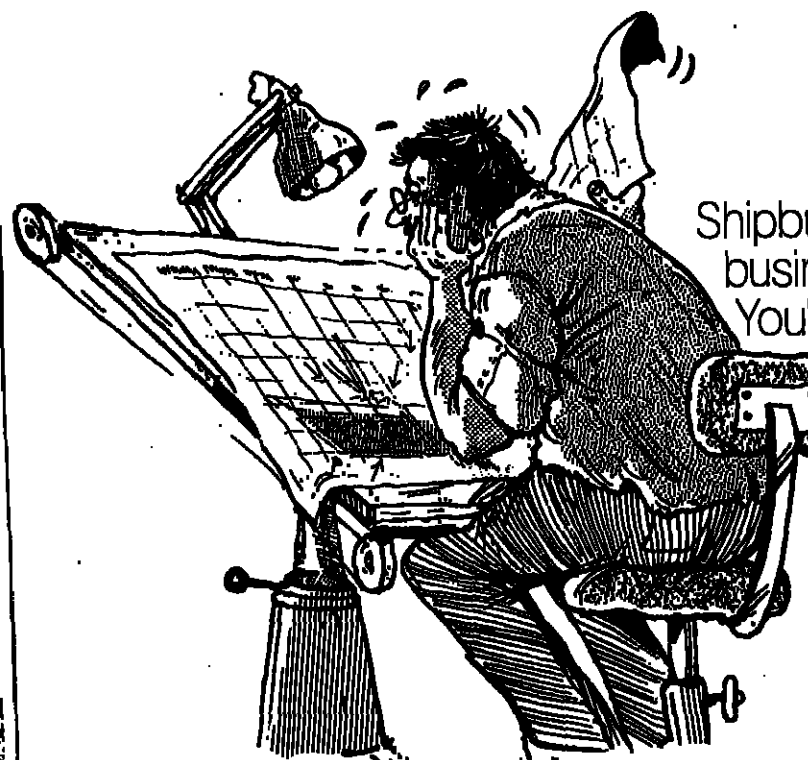
It is difficult, from the many thousands of different names, to select a representative sample but Ocean Racer (NS 2198), Fisher Lass (INS 1081), Be in Time (BF 114), Speedwell (FR 668), Flying Scotsman (BF 608), Zeal (BF 272), Provider (KI 811) and Fisherboy (WK 84) must give an idea.

Religious and temperance movements were represented by Band of Hope (PD 1043), Good Intent (INS 206), Carpenter's Son (BF 370) and Abstainer (BF 347).

Hundreds bore the names of families, or loved ones, but here and there the reasoning behind a name seemed obscure and even amusing. Flying Scotsman (KY 397) conjures up an unlikely meaning today which was obviously quite quintessential over the years.

By the late 1870s the

You shouldn't choose generating sets at a moment's notice.



Shipbuilding is an exacting business. You can't cut corners. You've got to do it properly. And no-one will thank you if the generators fail.

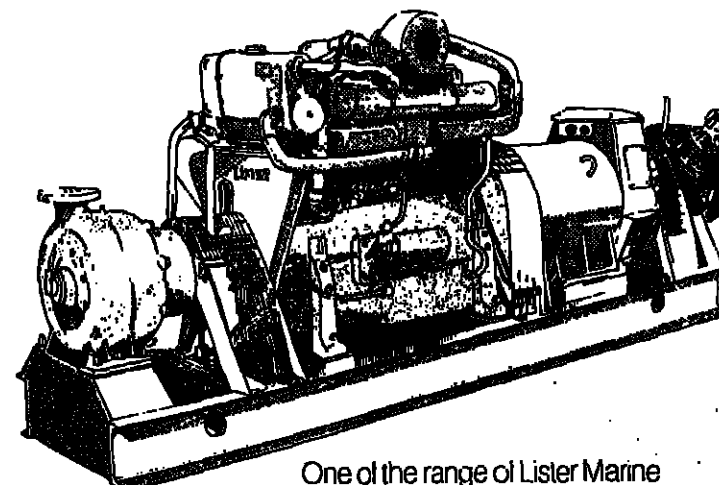
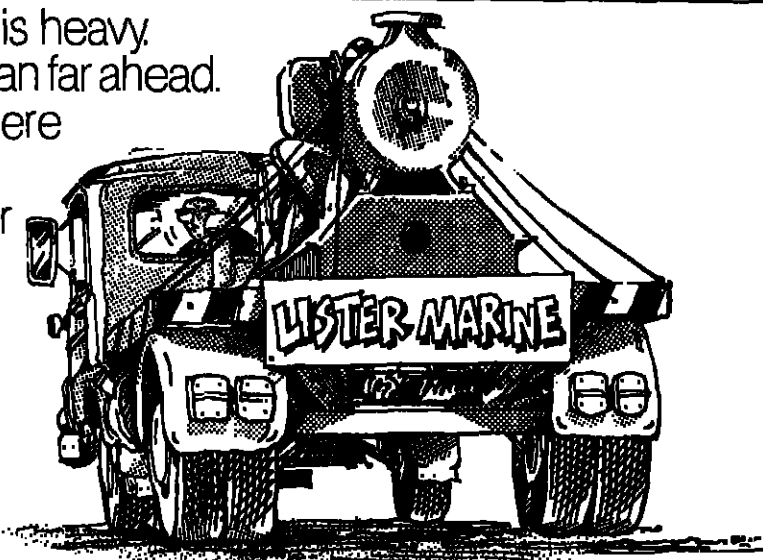
So you'll want units that do justice to your work. You'll want to look around carefully for generating sets that are built with the same kind of care that you use yourself.

Where will you find such quality? And backed by world-wide service?

Lister. All our engines and generating sets are built to the exacting standards required by the international classification societies.



Understandably, demand is heavy. People used to have to plan far ahead. And that's exactly where the good news comes in. We've expanded our production facilities.



One of the range of Lister Marine generating sets, from 15kW to 97kW

So there's no waiting list. We can attend to your order immediately and deliver to your programme.

Now you can choose generating sets at a moment's notice.

HAWKER SIDDELEY

LISTER MARINE

R. LISTER & CO. LTD. MARINE DIVISION, DURSLEY, GLOUCESTERSHIRE GL11 4HS
TEL: DURSLEY 4141. TELEX: 43261. CABLES: POWER DURSLEY

Hawker Siddeley Group supplies mechanical, electrical and aerospace equipment with world-wide sales and service.



Sale ring sprint

from page 39

hack to Grimaby and many unfortunate drifters mistimed a leap for the quay, before a vessel was fast, in the sprint to the Sale Ring with a sample of the catch.

The tolling of a huge bell, which could be heard all over the docks, marked the beginning of the sales and, on a busy day, it would ring out ten or a dozen times as drifters arrived with unsold fish.

Before the 1914-18 war foreign buyers from all over Europe could be found at the Sale Ring competing with the British processors. The fish were sold on the strength of the sample and, as an insurance against a hand-picked selection of the very best fish, the buyers had the right to reject the entire catch if it failed to measure up to the Sale Ring sample.

Once sold, the catch was unloaded in quarter cran (34 cwt.) baskets, branded by the authorities to ensure a legal measure — although

there were a few dodges to "stretch the catch" and the buyers had to be always on their toes. It was a tough, hard bargaining world where no quarter was asked or given.

Most of the English boats were owned by companies which sent their own salesmen up to Grimaby, while the Scots relied on "arrangements" sometimes with these itinerant salesmen and sometimes with local men who built up a wonderful reputation over the years.

In the formative days such men were Thomas Robinson, Joseph Bulpitt, Bill Letten, James Plastow and Johnny Mackrill. Later the mantle of these stalwarts fell on George Bae, Sam Chapman, Ernie Cooper and George White.

Much of the herring landed at Grimaby was "mazy" (running with spawn) and rich in oil. Overdays (anything over 24 hours old) were rare, unless the weather clamped down, and there was always a big cure at Grimaby.

John L. Green (the man who invented the Grimaby bloater) had an enormous curing business, specialising in all methods from pickling to smoking, while Frank Petersen was very much of a force with the local freshers; White & Willows creamed off most of the klondyking.

Lassies

These, and many others, were the men who employed the fisher-lassies; that long-suffering army of female shore workers, almost entirely from Scotland, without whose efforts the industry would have collapsed before it ever began.

No tale of the herring industry could possibly be complete without a tribute to the vital role they played. They came by the trainload, along with the coopers, the basket-makers, the ransackers and the buyers. Dressed in long dark oilskin aprons, calf-

Herring zulus and flles putting to sea. The paddle tug (second left) is giving some boats a helping hand.

length seaboots and, usually with a headscarf tied tightly over their heads, they were unmistakable.

In wind and rain they stood for hour after hour at the picking plots "gripping" (gutting) those silver darlings faster than you could count them; thirty, forty and even fifty to the minute was normal yet, in spite of these incredible skills, they received a pittance.

Their split and bleeding fingers, from working with such sharp knives and in so much salt, were bound with lengths of rags, but they sang their cares away often working from dawn until late in the misty autumn nights by the light of a gaslamp. They travelled light with a wooden chest, called a kist, and lived simply in lodging houses near the docks.

Only at the weekends did the men venture off the docks. Many Scots fishermen were deeply religious and wouldn't dare fish through a Saturday night into the Sabbath.

After the Saturday sales

made 15 per week with ease; by 1933 they were lucky to make 11 per week for the "Voyage". But worse followed and, in 1938, only 59 Scotsmen worked the Grimaby season and the total catch, including fish from a handful of English drifters, was only 9,408 crans; the worst in over 50 years.

With fewer and fewer herring to catch, the boats fished very lightly after the Second World War. 30 drifters landed 637 crans during a week in 1962, with the last "big shot" of 70 crans coming from Nautilus (FR 187).

In 1963 Scottish drifters reported more than 800 continental boats fishing the Downs and the herring was finished. A whole way of life at Grimaby was finished for ever.

Gone were the years when the drift fleets stretched farther than the eye could see, and so were the sights of scores of steam drifters racing to market through the mist of an autumn sunrise.

Gone, too, were the trains which brought the Scots lassies and the quays which once rattled to the clatter of the flat herring carts, or the chatter of the Gaelic.

All that is left are the memories. Tom Wood.

BOAT NAMES LONG GONE

THE CHOICE of names for a boat is always a popular subject for discussion in fishing circles, writes Gloria Wilson.

Many names in use today are associated with fishing families who have retained them for all their boats. Names have been handed on from sailing boat to steam drifter, then to the more modern wooden-hulled and then steel-hulled motor boats.

Other names are new and the result of much thought by vessel owners. The reasons for their choice are as interesting and varied as the names themselves.

However, many colourful names recorded in old copies of *Olsen's Fishermen's Nautical Almanack* now appear to have fallen into disuse.

A selection of some of the more intriguing names given to Scottish fishing boats in the first half of this century, which are not recorded in *Olsen's Almanack* today are:

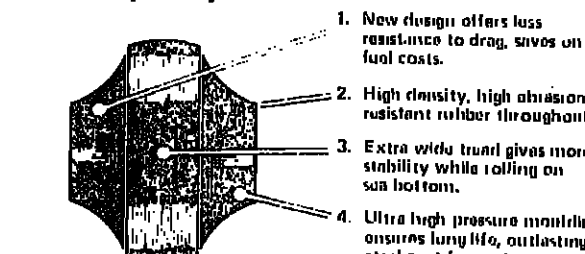
Peace and Plenty
Peace Be Still
New Humility
Live In Unity
Bonny Bunch O' Roses
Upright
Complacent
Bonnie Fish Wife
Gutter's Delight
Doodle III
Busy Bee
Honour Bright
Follow Me
Peep O' Day
The Nat
Why Not
Adequate
Muzz
Mine and Thine
New Favourite
Never Head
Cold Snap
Wheat Stalk
Trust On
Deliverer
Artistic
Thunderclap
Prospects Ahead.

NEW TEAL GROUND ROPE BOBBINS

for large trawlers and freezer trawlers on heavy grounds

semi-spherical and solid bunt

in heavy duty rubber



— and here are 6 more good reasons for specifying TEAL —

TEAL Bobbins make less noise than steel ones on the sea bed.

Damage to deck and plates is eliminated.

TEAL Bobbins can be rebuilt after wear reduces size for practical use at sea.

TEAL Bobbins are unaffected by sea water.

Steel centres available (but not really required in view of the extra hard wearing qualities of new TEAL rubber mouldings).

The TEAL range also includes wheel-type bobbins — heavy construction for near water trawlers, extra heavy for distant water trawlers — and bunt bobbins for use on all trawlers on the wings or bunt.

AGENTS REQUIRED FOR GERMANY, FRANCE, SPAIN

TO TRAWL EQUIPMENT (Aberdeen) LTD. STELL ROAD ABERDEEN AB1 2QR SCOTLAND (Tel. 0224 28505)

Please send me your illustrated TEAL brochure

NAME _____

ADDRESS _____

Telex _____ Telephone _____

BLOCK LETTERS PLEASE

PN10

WREEVE MARINE LIMITED

Introducing the "WREEVE 15" designed by Gary Mitchell of Mevagissey.

Overall length 15' 6". Waterline 15'. Beam 6' 6". Transom 4' 7". Draught 1' 6".

PRICE EX ENGINE FROM £860

Boatbuilders and Marine Engineers
Trove Lane, Hayle, Cornwall.
Telephone: Hayle 762214.

J. W. MACKAY
STROMNESS, ORKNEY.

G.R.P. and timber clinker built dinghies. Fishing boats and work boats up to 40ft.

See us at Stand No. G.18 (Aberdeen International Fisheries Exhibition)

Telephone STROMNESS 392.

JOHN LEE
Creel Manufacturer
MUIRTOWN WHARF INVERNESS
Ring (0483) 35659

Designs, D.O.T. Plans, Stability Calculations

For any type or size of vessel in any material. May we design your next boat to your specific wishes? Or supply stability data/plans for Department of Trade requirements? Distance no object — our Clients are owners and builders throughout Britain, Eire and elsewhere. We would certainly be very pleased to hear from you.

NAPIER CO. (ABROATH)
LINDSAY STREET, ARBROATH, SCOTLAND

Telex via Chamcom Dundee 76243. Telephone 02412-6112

BIG SISTER

One of the largest propellers ever made, 31ft diameter and weighing 72 tonnes; designed by our Parent Company, SMM, to transmit 45,000 hp at 80 rpm and manufactured at their Birkenhead Works.



Brunton's of Sudbury is a member of the same family, whose combined technical resources play an important part in the production of Brunton's Caledonian MK.II and Superston Screw propellers for small ships.

BRUNTON'S PROPELLERS LIMITED

Head Office: PO Box 4, Sudbury, Suffolk CO10 6ST. Phone 73611. Telex 98400.
Service Centre: Inverboyndie, Banff, AB4 2JF. Phone: 2709. Telex 73143.

Don't catch a cable.



If you are engaged in fishing around the British Coast you should know the position of Submarine Cables.

Our map shows the approximate location of cables. It should tell you if the general area of your fishing activity is clear or not. We shall be happy to supply charts showing the exact location.

Please write to: Post Office Telecommunications, Central Marine Depot, Berth 203, Western Docks, SOUTHAMPTON SO1 0HH.
Tel: Southampton 775577.
FISH CLEAR OF CABLES AND SAVE YOUR GEAR.

Post Office Telecommunications
(Members of the International Cable Protection Committee)

Ask for the name you know and trust



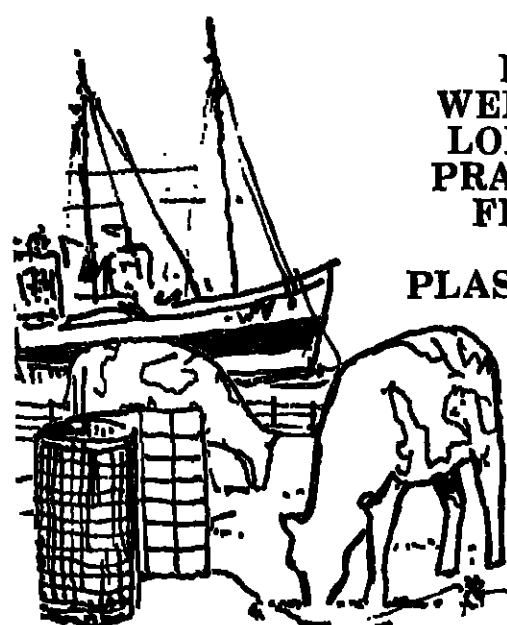
Fishing smocks, frocks and trousers in yellow and high visibility orange

- 100% Waterproof—All Seams High Frequency Electronically Welded
- 'DAINITE' Fastenings on Hoods
- High Quality Heavy Duty PVC on Cotton and PVC on Nylon
- Flexible and Non-crack in all Climates

Made in Scotland by:
Edward Macbean (Est.1876) & Co Ltd
Woodilee Industrial Estate
Kirkintilloch Nr. Glasgow
Telephone 041-776 2511

WIRE SPECIALISTS TO THE FISHING INDUSTRY

UNITED WIRE



BASKETS
WELDED MESH
LOBSTER AND
PRAWN CREELS
FISH TRAYS
SPITS
PLASTIC COATING

We
Specialise
in
STAINLESS
STEEL

South College St.,
Aberdeen, AB1 2LP.
Telephone 53351/2

WAID MORGAN ASSOCIATES LTD.
Dundee:

0382 26581

Peterhead:

0779 4724

Pittenweem:

03334 501

Services to
Fishing Industry

- 1 Building a new Boat?
Consult Us about Feoga Grants.
- 2 Investing Income or Capital?
Consult Us about Pensions, Insurances, and Bonds.
- 3 Protect your Income or Capital?
Consult Us about our Income Protection and Capital Transfer Tax Schemes.

VICTORIA LIGHT ENGINEERING (ABERDEEN) LIMITED

Invite you to their workshops while you are visiting Aberdeen.

Telephone Aberdeen 571794, and ask for Dave Clark, or call at 31 Froghall Road, Aberdeen, between 8 a.m. — 1 p.m., or 2 p.m. — 5 p.m. Monday — Friday, when we will be pleased to give you full details of our Torry Kilns, Conveyors, Etc.

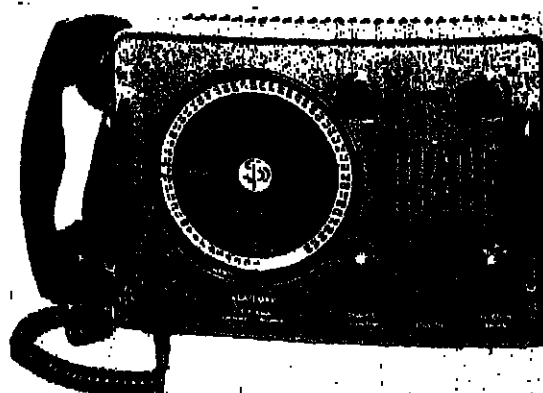
"BOOKLETS FOR BEGINNERS"
by John Burgess

LONGLINING
FISHING —
QUESTIONS & ANSWERS

These two booklets £1.75 including postage from

M. E. PUBLICATIONS
6 Quay St., Woodbridge, Suffolk, IP12 1BX.

SAILOR marine radio equipment



SAILOR 55 CHANNEL VHF

Price:

£450 — 12 or 24 volt

Details from
S.P. Radio
Carolyn House,
Dingwall Road,
Croydon CR9 2XT
Tel: 686-8361
S.P. Radio,
Albert Street,
Grimsby
Lincoln
Tel: 55903

S.P. Radio
8 Howard Street
Edinburgh
Scotland
Tel: 555-9889
S.P. Radio
Woolgate Ltd
Govan House, Dyce
Aberdeen
Tel: Dyce 2594

September 10, 1976

THE opening of the extensions to Peterhead's harbour and fish market by HRH Princess Alexandra at the end of May was a significant milestone in Peterhead's rise as a major fishing base.

The extensions to the harbour and market have now been in use for about four months.

Boats are able to move about the harbour more easily and the fish market runs efficiently and smoothly. On most days fish can be cleared from the market up to two hours earlier than previously.

The new section of market with doors along the front and rear gives greater security. Boats can discharge on arrival from sea and the crews can go home knowing that the catches can be safely left in the market, ready for the following morning's auction.

The doors also give protection from the weather, keeping catches in excellent condition.

Doors will be fitted along the front of the old section of the Greenhill market shortly.

The fish market system is now working well at Peterhead and fishermen, salesmen and buyers all agree that there is harmony in the port. But they all dread the possible introduction of dock labour.

As it is, crews are able to unload their own catches easily — without a word of dissent — and the auction can be held on time.

Continuing troubles at nearby Aberdeen were highlighted again recently when the lumper refused to unload the catch from a new seine netter because they did not like the layout of her deck. The vessel sailed up to Fifehead, where her crew unloaded the catch of 400 boxes without incident.

Even the least militant of fishermen say they will make

£1m works wonders at Peterhead



the most drastic protest should dock labour be brought to Peterhead.

However, everyone is hoping that the Government will keep to its promise that share fishermen, who have habitually landed their own fish, will be allowed to do so in the event of the scheme coming to the port.

During the last five years the harbour trustees have coped well with the massive influx of seine netters, making every effort to welcome them and provide good facilities.

In 1971 a new 500ft. fish market was opened at Greenhill, in the North Harbour, but by 1972 it became

obvious that even this was not sufficient to cope with the ever-increasing landings.

Fish was being put ashore and sold on the open quayside, as well as in the old South Harbour market.

As a temporary measure the trustees had a 210ft. covered market erected at Seagate, in Port Henry Harbour.

The three separate markets provided a lot of covered space but, on occasion, even this was inadequate. There was also the added inconvenience to fishermen, salesmen and buyers of having three dispersed markets.

Traffic congestion was serious and delayed fish leaving the harbour.

Above: fish ready for auction in the new extension to the market at Peterhead. Catches are more secure with the shutters.

Below: aerial view of Peterhead's inner harbours, looking roughly from the north east. The newly-opened outer basin of the North Harbour is in the foreground and the long, low white building is the new section of fish market. To its left is the Greenhill market in the inner basin of the North Harbour. Part of the South Harbour can be seen on the extreme left while the Port Henry Harbour is in the distance.

Bay to reach the entrance to the South Harbour.

Access to the North Harbour is provided by the Junction Canal, at the north end of the South Harbour.

Port Henry Harbour lies to the west of the North Harbour and is reached by a canal through Birnie's Pier.

Until recently the North Harbour, which had a seaward facing entrance at its north end, was divided into two by jetties known as the East and West Booms. The outer basin and the seaward entrance had been out of use for some time.

To improve and rationalise the facilities, the trustees have aimed to concentrate all fishing activity to the north of the Junction Canal bridge.

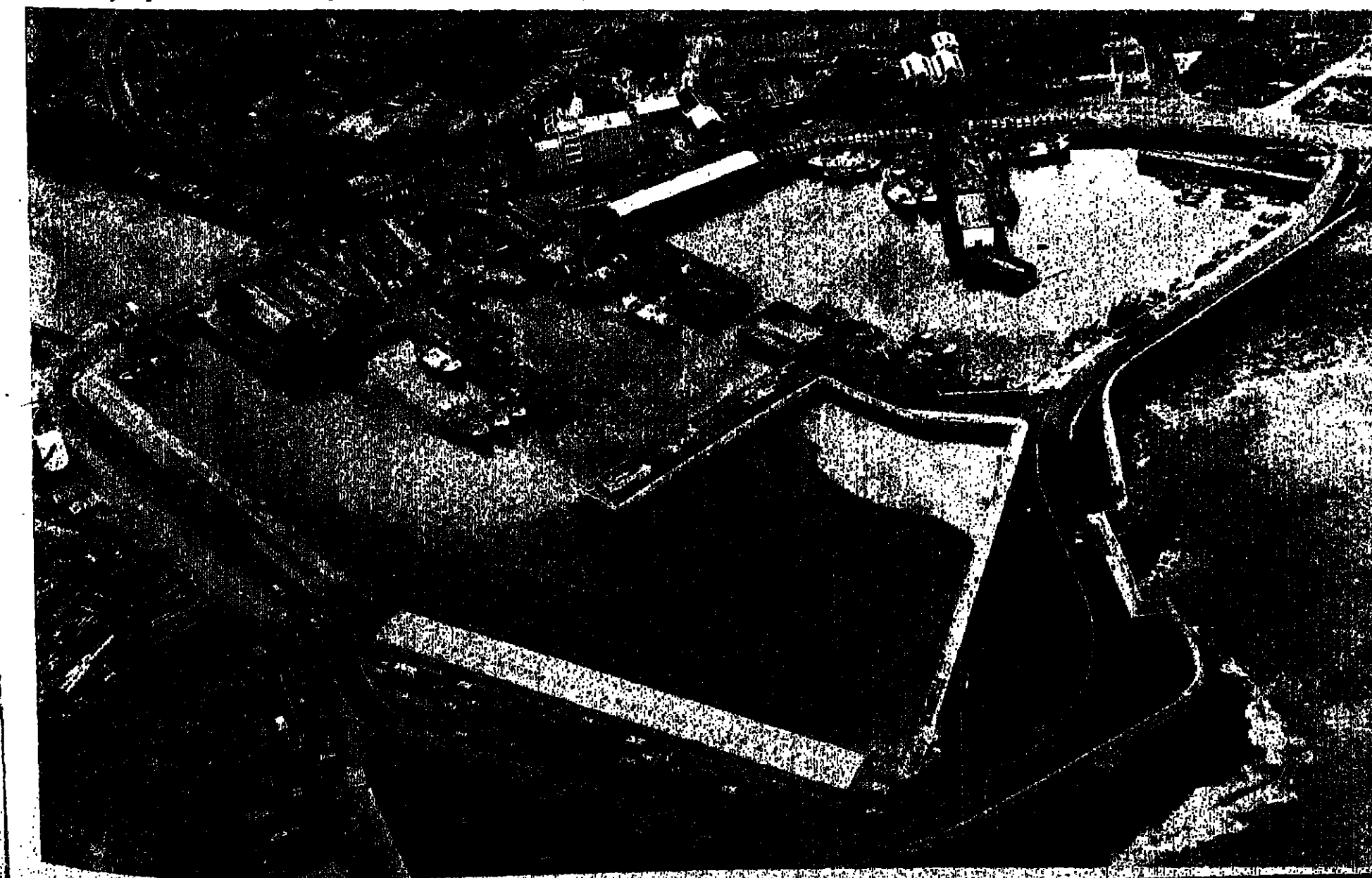
It was decided to bring the outer basin of the North Harbour back into use and build a new fish market along its east wall, as an extension to the Greenhill market in the inner basin.

The seaward entrance to the outer basin was closed and then the basin was pumped out to allow some 100,000 tons of sand, silt and rock to be excavated. The basin is designed to have a depth of 12ft. at mean low water springs.

New quay walls were built and the East Boom Jetty was demolished to permit access from the remainder of the harbour. The basin was flooded last summer and provides over 1,400ft. of additional quay space.

The huge Harbour of Refuge, now known as Peterhead Bay, lies to the south and has a seaward entrance facing south-east. Boats must cross Peterhead

Continued overleaf



44
from page 43

boat, hydraulically-operated, lift bridge. This is at the entrance to the Patent Slipway. Provision has been made on and near the West Basin jetty for 20,000 fish boxes to be stored where they can be loaded directly on to boats.

The new section of fish market is built with concrete frames and an asbestos roof. There are doors both at the quay face and along the rear.

It is directly linked to the old section of market at Greenhill and there is now a total floor area of some 4,320 sq. yards. This allows some 6,000 boxes of fish to be laid out in single tiers.

Depending on the type of fish landed, the capacity can be increased by doubling up some of the tiers.

A 3ft. 9in. high loading platform along the rear allows boxes of fish to be loaded direct onto lorries.

The road width of 60ft. should ensure lorries can be backed towards the platform without causing congestion and some 6,850 sq. yards of car parking space has also been provided near the fish market.

A small office, complete with an extended Tannoy system, toilets and a modest canteen, have been built within the market and there are also nine public telephone booths.

The whole works is expected to have cost in the region of £250,000 and financial assistance (grant and loan) has been provided by the Department of Agriculture and Fisheries.

Consulting Engineers for the work were Wallace, Stone and Arcubus of Edinburgh and Glasgow.

Main contractors for the civil engineering work were Wm. Tawse Ltd. of Aberdeen.

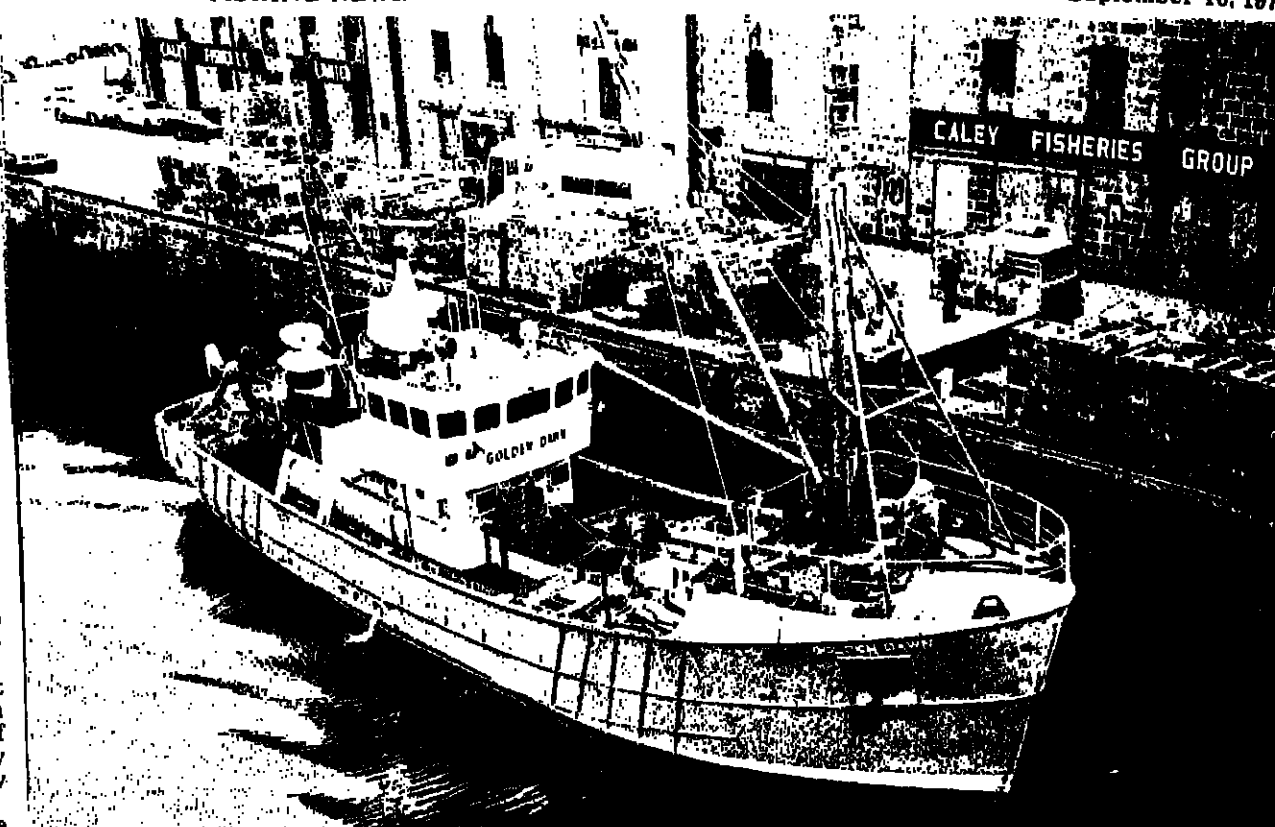
The roller shutter doors and the overhead doors in the fish market were provided by G. Brady and Co. (Scotland) Ltd., of Glasgow, and the Henderson Door Co. of Aberdeen, respectively.

Lighting in the fish market and roadways came from James Scott and Co. Ltd. of Aberdeen, and the Tannoy system was provided by Woodsons of Aberdeen Ltd.

The hydraulic bridge at the Patent Slipway was provided by MacTaggart Scott and Co.

FISHING NEWS

September 10, 1976



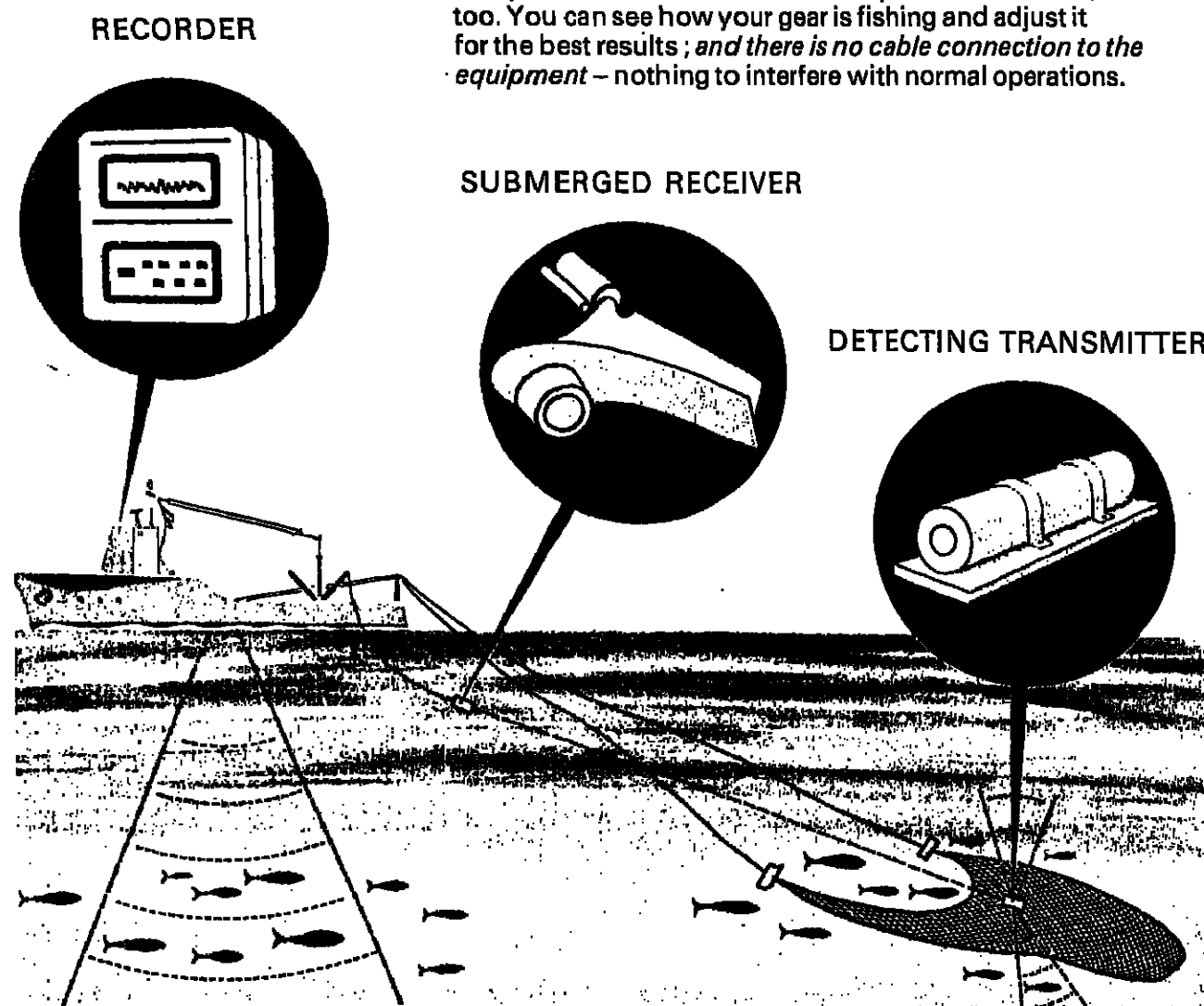
The 86ft. *Golden Dawn* has been taking part in her first herring fishing season. She was built last year for Skipper Andrew Cowe.

New Net Monitor

for bigger hauls and safer nets

Earnings close on last year — already

Marconi Marine's new Net Monitor NM850A shows you the depth of the headline below the surface, the character and position of the bottom relative to the headline and footrope, the presence of fish above and below the headline and an indication of the quantity of fish in the net. If required, it will monitor water temperature at the net, too. You can see how your gear is fishing and adjust it for the best results; and there is no cable connection to the equipment — nothing to interfere with normal operations.



Marconi Marine fishfinding

The Marconi International Marine Co. Ltd.
Chelmsford Essex England
Tel (0245) 61701 Telex 99228 • A GEC-Marconi Electronics Company



THE TOTAL value of all fish landed at Peterhead during the first seven months of this year reached just over £84m.

This is a massive increase over the £6m. realised during the same period in 1975 and almost reaches the £8,888,498 earned during the whole of last year.

The average price paid for white fish up until the end of July this year has been fairly good at £13.60 a cwt., compared with £10.28 a year ago. In addition, there has been a small increase in the amount of fish coming into the port.

Provisional figures show that just over 645,000 cwt. of all species had been landed by the end of July, as compared with 509,780 cwt. in the first seven months of 1975.

With the number of arrivals having gone up by only five per cent over last year, it appears some boats are getting slightly bigger catches.

In fact a number of 600-box catches have been landed this year but, on the whole, fishermen say the fish are not really more plentiful than last year.

In the summer of 1975 it was predicted that as many as 40 per cent of the fleet based at Peterhead could be laid up by the end of the year as low market prices, together with huge expenses, were causing many boats to operate at a loss.

In the event, prices began to pick-up before the end of the year and now many

fishermen are feeling happier than they did a year ago.

Operating costs for the boats are still serious but, on the whole, the better prices are really helping matters.

Some boats are still in difficulties, while others are now doing very well indeed. A number had already grossed in excess of £100,000 by the middle of the year, with one seine netter having reached this figure by the end of May.

Better prices are also helping to prevent too many fishermen switching to work in the oil industry, although every week there are still people leaving fishing.

One or two boats are also joining the oil industry, however. These include the two 40-footers *Hope* and *Osprey*, which were fishing until a couple of months ago. Now they are doing ferrying jobs for oil companies.

More than 300 vessels have landed their catches in Peterhead this year.

The majority belong to Peterhead and other Scottish ports, but there has also been the occasional visiting boat from England.

Seine net catches, from the bulk of landings and, by the end of July, these amounted to 564,503 cwt. valued at £7,690,227.

The most interesting development in fishing from Peterhead this year has been the switch to white fish netting by some of the bigger and more powerful boats. They have found the method to be a lucrative alternative to herring fishing.

Four pairs of boats have fished regularly and results

September 10, 1976



Summer Dawn (above) went shrimp fishing from Peterhead, but in the late summer she switched to industrial fishing. In August she was landing pout at Stornoway. Right: *Faithful II* did very well white fish pair trawling this summer, but switched to herring pair trawling working in partnership with *Accord* and *Starcrest*.

have been most encouraging: one pair has earned £16,000 between them for one week's fishing.

Skippers say they are still finding their way, with much still to learn about the new gear and grounds. However, they feel the method could eventually develop into a really important fishery.

Pair fishing is proving to be more suitable than seine netting for the larger and more powerful boats; it is more economical and gives the skippers a wider choice of grounds.

In the main the pairs have worked around Flugga and to the west of the Shetlands. Prices have been well above average as the catches have consisted mainly of cod.

Pairs of boats involved in the fishery have included *Seringa* and *Sundari* (skippers John and William Morgan); *Faithful II* and *Ugivalde II* (skippers Walter Milne and Arthur Buchan); *Fairweather V* and *Sparkling Star* (skippers John Alec Buchan and John S. Buchan); and *Morning Dawn* and *Unity* (skippers David Morgan and John W. McLean).

By early August all but *Morning Dawn*, *Unity*, *Fairweather V* and *Sparkling Star* had gone to the seasonal herring fishing off north-east England, but two smaller wooden boats — *Volente* and *Evening Star* — began white fish pair trawling in August.

Shrimps have also been quite plentiful this year, with 14,442 cwt. selling for £284,965. This amounts to three times the weight and value landed last year.

Fishing was mainly concentrated on the Fladen grounds, some 80 to 100 miles off Peterhead, and the boats were catching as many as 450 four-stone boxes a week each. Seven or eight Peterhead boats have been shrimp fishing, including the 86ft. steel vessels *Constant Friend*, *Shemara* and *Flowing Tide*.

The 86ft. *Unity* is one of the Peterhead boats which has been pair trawling for white fish.



Starlight, *Summer Dawn* and *Brighter Dawn*.

Skipper Bruce Thain of *Constant Friend* said they had made good catches and were pleased with this year's season, which had been much better than any other year.

Catches from Peterhead boats had, in the main, been bought by Rothesay Seafoods at about £10 a box.

By July the fishing was beginning to tail-off as the pout moved on to the grounds; some of the bigger boats switched to herring fishing or industrial fishing.

July saw the start of the annual herring fishing off the Tyne and, by the middle of August, about 14 Peterhead pair trawlers were involved, including some of those previously shrimp trawling or white fish pair trawling.

The boats were finding good catches off the Longstone and landed mainly in North Shields.

It is the first herring fishing season for the 86ft. steel-hulled and Tynedraft-designed vessels *Golden Dawn* and *Day Dawn II*, built last year by the London yard of Cubow Ltd. for skippers Andrew Cowe and James Tait.

Also at the herring fishing is Skipper Jim Pirie and the 86ft. *Shemara*, which had been involved in the Highlands and Islands Development Board blue whiting fishing trials.

Shemara started herring fishing in partnership with the wooden boat *Ugivalde II*, but the latter had to return to Peterhead for extensive repairs after being involved in a collision on the grounds.

Shemara subsequently teamed up with the 86ft. *Flowing Tide*.

Of the three purse seiners belonging to Peterhead, *Lunar Bow* and *Vigilant* have been at the Shetland herring fishing, while *Pathway* has been sprat fishing off the Tyne.

The 86ft. *Unity* is one of the Peterhead boats which has been pair trawling for white fish.

FISHING NEWS



Dr. Diesel, we've done you proud

You should see your diesel now, Dr. Diesel! We've slimmed it down, pepped it up, cut fuel consumption to the bone. In fact, Volvo Penta have really done you proud.

Which is simply to say that Volvo Penta diesels can't be beaten for reliability, endurance and economy. That's why they are so much in demand as marine auxiliaries

for pumping, winching or generating duties or as main propulsion units for smaller vessels.

We give our auxiliary units all the care and precision craftsmanship that's made Volvo Penta famous for diesel power throughout the world. And we back them with a service network in 109 countries. There are 14 tough and reliable marine units to choose from,

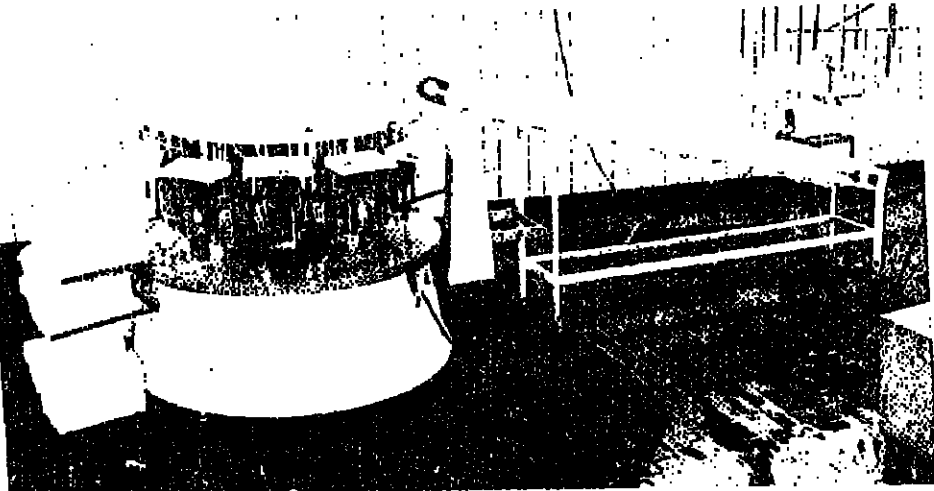
ranging from 65 to 350 bhp (40 - 200 kW). All made to stand up to the harshest climatic and weather conditions.

Write or call the Volvo Penta specialists - Boliders Company Limited, 150-158 Kings Cross Road, London W.C.1 Tel: 01-278 2711 - for details and technical advice on a suitable unit.



See us on STAND B6

VOLVO PENTA



MOBA

MOBA GRADERS MAKE LIGHT WORK

The F.F.70 machine illustrated above has capacities of 2,800, 3,500 or 4,200 per hour, with or without feed conveyor. Our range of graders have capacities from 1,200 - 24,000 pieces per hour.

For further information - give us a call.

Moba B. V. (United Kingdom) Ltd.,
Rosehill Industrial Estate, Tern Hill, Market Drayton, Shropshire
Tel: Tern Hill 461/2 Telex: 35116

ELAC

echosounders for fish detection
Sonar/echosounders
Woodsons of Aberdeen Ltd.,
Goval House, Dyce, Aberdeen.
tel. 022 472 2884 telex 73304

Arbuthnott & Son The Dock, Montrose.

Telephone: 0874 - 2128

Approved Builders to
WFA, Lloyds, DOTI and
Ministry of Defence.

Builders in
Wood, Aluminium,
& GRP.

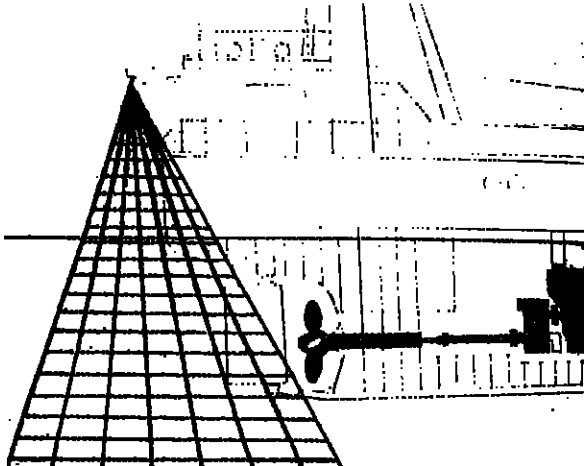
We can supply, Ship Lifeboats,
Cables, Motor Launches,
Fishing Boats, Rowing Boats,
also equipment & Marine
Engines.

ANSELL JONES

Pulley blocks for
FISHING
Marine
and
Industrial
Applications

Enquiries to:
Ansell Jones & Co. Ltd.,
Walsall Road West,
WALSALL WS6 4AZ
Tel: Walsall 32041

REINTJES Marine Reduction Gearboxes



BERG CONTROLLABLE PITCH PROPELLERS

We supply and service complete stern gear
installations to suit the engine of your
choice.

Come and see us on STAND B 22 at the
ABERDEEN INTERNATIONAL FISHERIES
EXHIBITION
15th to 21st September, 1976
EUROPEAN MARINE & MACHINERY AGENCIES
60 Brookley Road
Brockenhurst, Hants.
Tel. 05902 3366 Tx. 47509

We look forward to seeing you
at STAND A16.

FF Forbes Refrigeration Ltd.

Industrial Refrigeration and Associated Electrical Engineers also
Control Panel Manufacturers.
Specialists in Low Temperature Refrigeration Applications to Cold
Stores, Plate and Blast Freezing Equipment, continuous Belt
Freezers, Etc.
Distributors for Lightfoot Refrigerating Equipment, A.P.V.
Perafreeze, Hall Thionixtank Products and Grasso - Stacon Com-
pressors.
Design and Consultancy Facilities Available.

Ythan View, Station Road, Ellon,
Aberdeenshire, AB4 9AY.
Telephone (0358) 20853 Day.
(0358) 20248 Night.
In Association with Hewson and Turrell Ltd. Grimsby, South
Humberside.



**SUNDERLAND
MARINE MUTUAL
INSURANCE
COMPANY**
(ESTD. 1882)

Managers
SALVUS, BAIN (MANAGEMENT) LTD.
5 THE ESPLANADE, SUNDERLAND
Telephone (0783) 42561 (10 LINES)

Insurers of over 1800 commercial fishing vessels
throughout the British Isles and Eire representing
a total capital of £60m.

We provide a comprehensive service to meet the
insurance requirements of the inshore fishing
industry.

Meet our staff and discuss your requirements
with them on STAND D.22 at the Inter-
national Fisheries Exhibition.

SEINE NETS, fish
cages, blue whiting
bags, prawn trawls
and white fish pair
trawls are among the
wide range of fishing
gear made at the
Peterhead factory of
Jackson Trawls Ltd.

The new company has
brought together the activities
of two well known Peterhead
net-making concerns:
Craigewan Stores and Sea-
quest Nets.

Craigewan Stores was
founded in the early 1960s by
ex-skipper, John Buchanan,
and later became a subsidiary
of Bridport-Gundry
(Scotland) Ltd.

Seaquest Nets was set up as
an independent concern
about six years ago by Mr.
Buchanan's son, Arthur P.
Buchanan.

Jackson Trawls is jointly
owned by Arthur Buchanan and
Bridport-Gundry, which
recently closed its Aberdeen
premises and is now concentrat-
ing its Scottish interests in
Peterhead.

At the time of the forma-
tion of Jackson Trawls,
Bridport-Gundry set up a
materials depot in Peterhead
under the management of Bill
Nute, who has moved north
from Bridport.

Arthur Buchanan is manag-
ing director of Jackson
Trawls and his father is assis-
tant manager. The new firm
is set up in the former Sea-
quest Nets factory at Wilson
Street.

Popular

Ex-skipper, Bill Sloan, who
joined Bridport-Gundry
(Scotland) Ltd. as a salesman
about four years ago, retains
his post and Jackson Trawls
handles all the orders Mr.
Sloan receives from Scottish
customers.

Seine nets are the main
work of Jackson Trawls. The
'Jackson' seine nets, which
were originally made by
Craigewan Stores, are popu-
lar among a number of
leading seine net skippers.

Skipper David Smith of the
new Argonaut IV used a
Jackson 620 net when he set
up a new earnings record for a
seiner in August with a catch
worth £12,351. He has been
fishing with Jackson nets for
a number of years.

The 620 is a box net with
side panels 40 meshes deep. It
has wing meshes of 6 1/2 in. and
a fishing circle of 620 five-

NET FIRM PULLS IN THE TOP CATCHES

inch meshes. There are usually
140 lb. of leads on the
Toughmix groundrope, and
the net measures 180 ft. on
the headline and 200 ft. on
the footrope; it is hung on
torylene ropes.

Two bridges are attached to
the Vee-shaped wing ends
and the wings themselves are
relatively long.

Other large seiners using
the 620 include Ajax (Skipper
Willie Campbell), Argosy
(Skipper Andrew Campbell),
Conquest (Skipper Dennis
Reid), Defiance (Skipper
William More), Forthright
(Skipper George Hodge),
Harvest Hope III (Skipper
Peter Stephen), and Horizon
(Skipper John W. C. Thom-
son).

The net used by Ajax
differs in that it is of two-
soam design, rather than
four-seam.

Smaller seine nets of
similar design to the 620 are
used by less powerful boats.
A 520 is fished by the new
65 ft. wooden-hulled and 230
hp seiner *Fruitful Harvest*
III, built earlier this year by
the James Noble yard at
Fraserburgh for Skipper
Robert Reid of Peterhead.

An even smaller vessel, the
40 ft. Peterhead boat
Harvester (Skipper Robert

Stephen), uses a 420 net —
the smallest seine made by
Jackson Trawls at present —
but smaller ones can be made
if required.

Jackson Trawls is also find-
ing there is growing interest
in white fish pair trawls. It
has been asked to make these
for the two north-east boats
Fiducia (Skipper Stuart
Buchanan) and *Parvulus*
(Skipper Andrew Buchanan).

Both vessels have been
seine netting, but are
switching to the pair trawl as
it will allow them to fish on
much rougher ground and
catch more cod.

Fiducia is a wooden boat
built by J. and G. Forbes and
Co. of Sandhaven about five
years ago. She is powered by a
Kelvin engine of 400 hp.

Circle

The 80 ft. steel-hulled
Parvulus was built at
Berwick in 1969 and was re-
engineered last year with a
Caterpillar engine of 566 hp.

Being made from braided
nylon, their nets will be of
two-seam design with a
fishing circle of about 400 five
in. meshes.

The groundrope will be 128
ft. long and will be rigged with
16 in. plastic bobbins in the

centre, flanked by about 50
ft. of 12 in. bobbins and all
strung on Drag Alloy chain.

Two spreaders will be used,
the top one of wire and the
lower one of chain, and there
will be a single chain sweep
between the spreaders and
the trawl warp.

This net has been specially
designed for use on hard
ground, but a larger net for
the fine ground has been
designed.

Jackson Trawls also makes
spread bags for attachment to
mid-water pair trawls and
has also supplied blue whiting
bags to the two Peterhead
purse seiners *Vigilant* and
Lunar Bow.

Owned by the Buchanan
family, the two vessels spent
five weeks earlier this year
pair trawling for blue whiting
in the area ranging from St.
Kilda to the Faroes. They
landed a total of about 1,000
tons at Scottish ports.

The boats fished as deep as
200 fathoms and made single
hauls of up to 180 tons. Each
of their nets was strengthened
along the seams with 3 in.
nylon ropes; the bag weighed
about a ton and was fitted
with two double braided
nylon covers for added
strength. A similar blue
whiting bag was supplied to
the Tait family's 135 ft. boat
Chris Andra but, as yet, she
has not used it.

Single boat trawls for post
industrial fishing have
been made for vessels in the
350 hp range. The main part
of the net is of polythene and
the bag is made of nylon.

The firm has also taken
over the manufacture of dual-
purpose prawn and white fish
trawls from the Aberdeen fac-
tory of Bridport-Gundry.

Introduced in 1965, this net
is basically a cross between a
prawn trawl and a wing trawl.
It is much in demand by
boats up to 60 ft. or so which
work in the Moray Firth and
off the west coast.

One of the more unusual
products from Jacksons
Trawls is a fish cage used for
rearing salmon trout in the
lochs of the west of Scotland.

About 30 have been made
this year and designs have
varied to suit the customer.
Basically they are tank-
shaped, with either four or six
sides, and are made from
nylon netting hung on rope
frames. The system of floats
and walkways in which the
cages are supported are made
by the firm of Savack Service
Ltd.

Jackson Trawls recently
received an enquiry for 20
more of these fish cages.



Net makers at the Jackson Trawls Ltd. factory at Peterhead where top skippers are supplied with a wide range of nets. Boats equipped with Jackson nets include: Argonaut IV, Ajax, Forthright and Argosy.

Congratulations to
Davie Smith of Argonaut IV
on his record catch of
12,350 lbs using a

JACKSON 620 BOX TRAWL

JACKSON TRAWLS LTD.
Wilson Street, Peterhead.
Tel. Peterhead 3768.

Reliable Deutz engines

Power for fishing vessels at
home & around the world.
•Sales•Service•Spares

STAND C30
ABERDEEN INTERNATIONAL FISHERIES EXHIBITION
DEUTZ
Deutz Engines Ltd., Riverside Road, London SW17 0UT.

For DEUTZ in Scotland —

DRE

**DUNCAN ROGERS
(Engineering) LTD.**

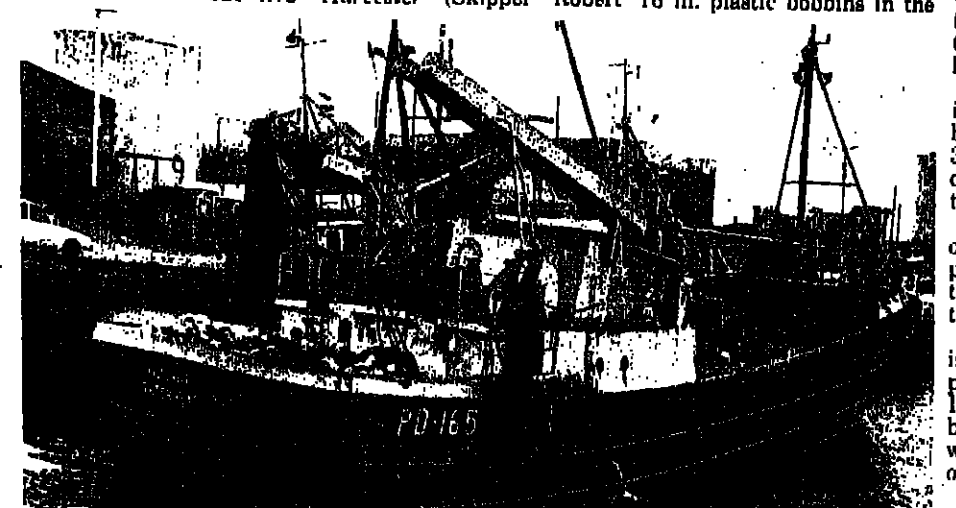
**DEUTZ MARINE
& INDUSTRIAL DISTRIBUTOR
FOR SCOTLAND**

SPARES • SALES
SERVICE
DUNCAN ROGERS
(ENGINEERING) LTD.
4 Gryffe Avenue,
Blythwood, Glasgow G62
Telephone
041-868 7337

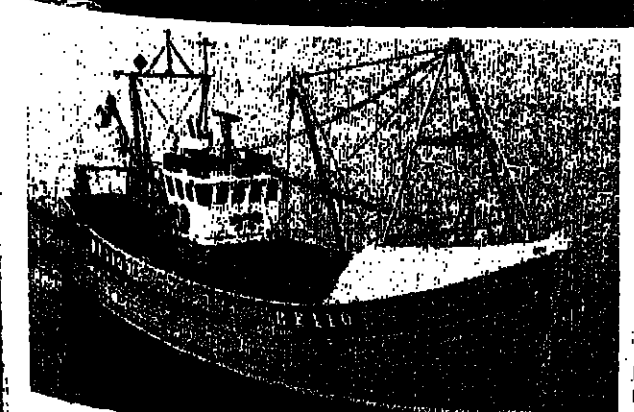
See us on
STAND C30
ABERDEEN
INTERNATIONAL
FISHERIES
EXHIBITION



DEUTZ



Above: the Peterhead vessel *Vigilant*, skippered by Willie Buchanan, has pair trawled for blue whiting with a bag made by Jackson Trawls. She worked with *Lunar Bow* and the pair put ashore about 1,000 tons.



Left: the Masdoff boat *Excel* has used one of the firm's post nets.

QUICKER BUILT AND BETTER BUILT

Just add Wills-Ridley

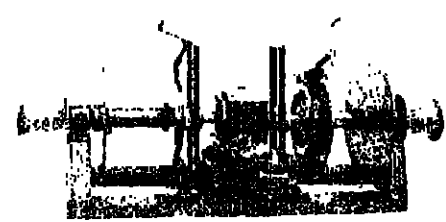
Quicker deliveries and easier installations are just two of the
benefits when you choose Wills-Ridley. And your customer
gets a better built boat with utterly reliable steering gear.
Deliveries range from off the shelf to 22 weeks dependent on
specification and size.

This range covers craft designed for rudder torques up to
52 tons/ft (16,000 kg/m) in three types: hand hydraulic,
hand/power assisted hydraulic and power hydraulic. For boats
ranging from 6-60 metres. Wills-Ridley is the gear to specify.
Send us the steering requirements of your next boat-building
job and we'll take it from there. Quickly.



S.M.WILLS Marine Hydraulic Engineers,
1002 Winterstoke Road, Weston-Super-Mare,
Avon BS23 3YG. Tel: (0834) 28114.
Telex: 420533 (Answer back: Steering Weston)
Cables: Steering, Weston-Super-Mare.

MORRIS
3 Ton
Trawl
Winch



Hydraulic or belt drive. Standard drum capacity 120
fathoms of 1 1/2 in. wire. Larger capacity drums made to order.
Suitable for boats 25ft. upwards.

Details from **LESLIE G. MORRIS**
40 CENTRAL AVENUE, TELSCOMBE CLIFFS, SUSSEX.
Tel. Day Newhaven 3484 Evenings Peasehaven 4601

CONVERSIONS — NEW BUILDING

Three slipways:
80, 200 and 225ft. respectively



M.F.V. CHRIS ANDRA

Manufacturers of all types of high pressure
hydraulic Deck Machinery, submersible pumps
and power packs, winches and trawl gear.

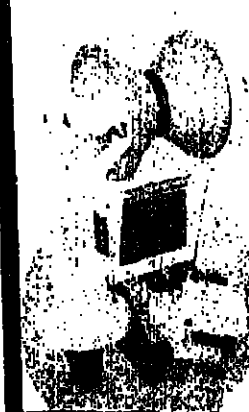
KARMOY MEK. VERKSTED A/S
Phone (047) 50503, Priv: 50775-50285
Cable: KAMEK, Kopervik

SERWINCH LTD.

Unit 18, St Michael's Trading Estate
Bridport, Dorset DT6 3RR
Telephone: Bridport 58232

**CAPSTANS
LINEWHEELS
NET HAULERS
PUMPS
COMPLETE KITS**

Reliable Power
for the
Inshore Fisherman



SINCE being established in 1969 the Campbelltown Shipyard has progressed from building steel boats in the 50 ft. range to craft which now have a monopoly on the Scottish single-trip seining record.

The yard has steadily increased its output each year. Three vessels were completed in 1970 yet, last year, seven vessels of a larger class went down the firm's slip. New building this year brings the number of boats completed at the Scottish west coast yard to 30.

The initial half-dozen or so orders were for small transom sterned boats of hard-chine design in the 50ft. range, the first being *Crimson Arrow* completed in 1970 for Skipper James McDonald of Campbelltown.

Then, in 1972, the 80ft. seiner-trawlers *Argosy* (INS 79) and *Ajax* (INS 82) were built for well known skippers, Andrew and William (Willie) Campbell.

Skipper Willie Campbell

collaborated with the builders on the design of the two vessels. With a beam of 22ft., they are of round bilge form with cruiser stern, raked soft nose stem and whaleback, being of traditional Scottish layout with an after deckhouse.

Skipper Campbell has always been convinced that the seakeeping and handling qualities of the Scottish cruiser-sterned vessels are second to none, also that the design can be produced just as well in steel as in wood.

Argosy and *Ajax* were the first in a long series of similar craft, many of which have been built for the discerning skippers who fish out of Scottish east-coast ports.

By the middle of 1976, some 15 boats 80ft. long, five

75ft. long and one of 85ft. had been completed. The 85-footer was another *Ajax*, as Skipper Willie Campbell had decided that a slightly larger vessel with a greater carrying capacity would serve his needs better. Many of the Campbelltown vessels are among the most successful in the Scottish fleet.

The 80ft. *Keetrel*, owned by Skipper Ian Sutherland of Hopeman, was the highest-earning seiner working out of Peterhead.

One of the most recent completions is the 80ft. *Argonaut IV* for leading seine net skipper, David Smith of Anstruther (*Fishing News*, August 27).

In her first full North Sea trip she broke the British seine net record with a

£12,351 grossing, followed by trips of £8,000 and £12,224.

Campbeltown Shipyard, initially controlled by an English shipyard, has been a subsidiary of Lithgow Holdings Ltd. of Glasgow since 1970.

It is one of the most modern shipyards in the British Isles and has earned a reputation for completing vessels on schedule at competitive prices.

The yard is laid out and equipped to apply assembly line methods to the construction of all-welded steel vessels up to 100ft. long. At any one time five boats can be in various stages of completion.

Extensions to the yard completed early in 1975 now give it the facility to launch a

new vessel every five weeks or so. All construction work is done under cover in comfortable and convenient working conditions to promote productivity.

To achieve maximum efficiency and the most logical handling and throughput of materials, critical path analysis is applied to production programming and building data is computerised. The most modern and labour saving ship-building techniques are used.

From the drawing office, plans go to a loft in which offsets are lifted from the vessel's lines.

Next, plans are prepared for individual plates and then taken to the Hancoine burning machine in the fabrication shop. This machine follows plans and automatically cuts the plates to full size, doing away with the need to make full size templates and burn plates by hand.

Sections of vessels are put together in the fabrication shop and are then taken into the adjacent building shed where two vessels can be built simultaneously.

The boats are virtually complete when they are launched, needing only finishing touches alongside the yard's own fitting out quay.

Much of the success of Campbelltown Shipyard is owed to its forward looking management team, and to the enthusiasm with which the entire work force tackles every phase of construction. The yard runs a comprehensive training scheme.

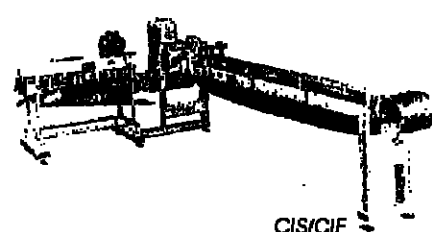
Campbeltown Shipyard has become the most successful builder of seine net fishing boats in the country. In the last few years more skippers have ordered new vessels in the 75-85 ft. class from this yard than from any other.

Speaking recently at a press conference, managing director Hugh Arbuthnot said: "The team at Campbelltown has achieved more in five years than anything I have seen anywhere else".

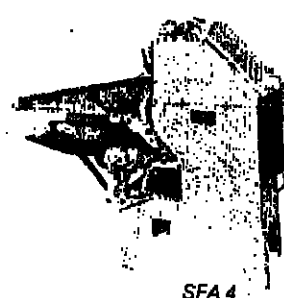
However, the yard has not been without its problems. A couple of years ago it was threatened with closure when planning permission was granted to develop an oil plat-

do you know...

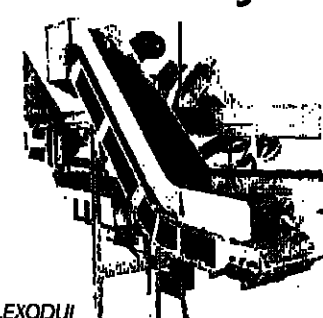
about the range of **ARENCO** fish processing machinery?



CIS/CIF



SFA 4



FLEXODUL



The experienced fisherman can still clean and fillet a fish with remarkable speed and precision. But difficulty in finding such skilled labour—and being able to afford it—has accelerated the development of mechanical processing methods.

Arenco's range of fish processing machinery has improved these techniques to near perfection, combining flexibility and reliability with high capacity and accuracy.

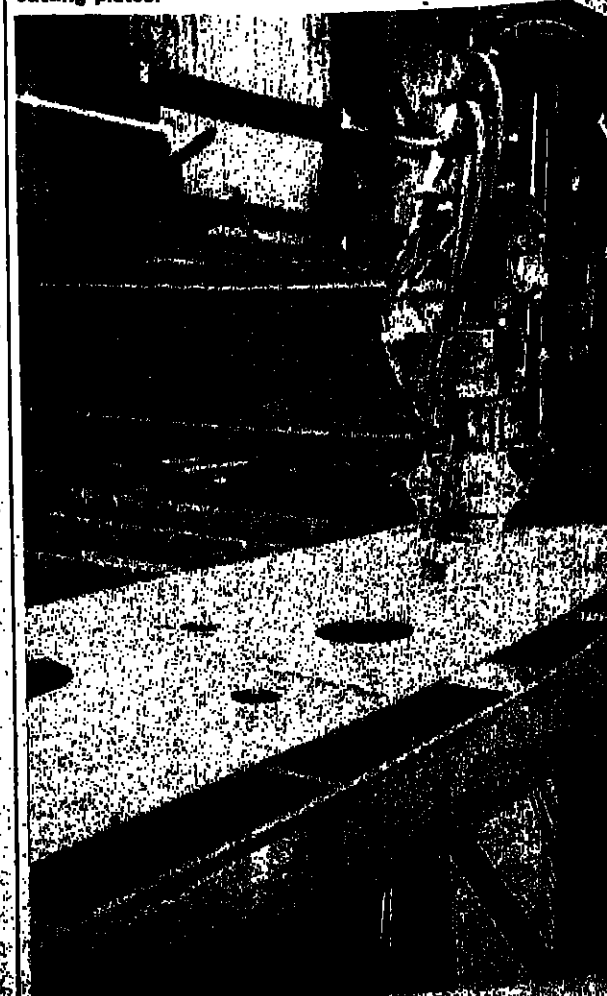
Do you know about Arenco's well-proven machines for shoal fish...about the developments in Arenco equipment for white fish...and about Arenco's specialised knowledge of complete plant systems?

Surely better than 'the good old days'!

Come and see for yourself on Stand B20 at Catch '76.



Above: the 76ft. seiner-trawler *Adonis* was built for Skipper M. Stewart of Shetland. Below: Campbelltown's Hancoine burning machine which automatically follows scale drawings, at work cutting plates.



RECORD-BEATERS



Argonaut IV seen at Campbelltown's fitting out quay. She went into service and smashed the Scottish single-trip seining record.

form construction site about a mile away.

The yard's directors knew they would not be able to compete with the wages offered by such a venture and, consequently, stopped tendering for new fishing vessels for a period of four months. However, the platform building idea has gone no further.

The yard said that, with the present lack of demand for oil platforms, it is unlikely that the venture will now go ahead.

Campbeltown Shipyard began tendering again, but the yard reckons that the episode may have cost them at least four contracts as the crisis occurred when skippers were 'queuing up' for new boats.

The yard has only two more vessels to complete, but it is determined to survive at a time when other builders are going out of business.

After holding talks with fishing industry representatives, the directors are convinced that fishing boat building has a future.

There are firm indications that fishermen are thinking about building new boats, encouraged by the better prices being paid for fish and by the need to invest for the future.

The yard has handed over a tender to a leading Scottish skipper and had eight firm enquiries from other prospective owners. Director and general manager of the yard, Leslie Howarth, said this is 'very encouraging' when there is so much uncertainty in the industry.

In addition Campbelltown's parent company, Lithgow Holdings, is diversifying into fishing with the intention of helping the yard and making a fishing operation pay.

The bonds are to reassure skippers at a time when so many have lost money because of bankruptcies in the UK and abroad.

Renown is a 76ft. seiner-trawler built in 1975 for Skipper Albert Smith of St Monans. She is powered by a Caterpillar engine of 450 hp and is fitted with a Mastra winch, Repp power block and Fleming Hydraulics rope reels.

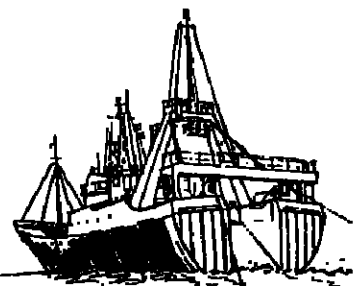


The first three 80ft. seiners to be built at Campbelltown are plotted together (below) in Peterhead shortly after their completion. From left to right they are: *Argosy* (INS 79), *Ajax* (INS 82) and *Opportunity* (BCK 105). *Ajax* was later replaced by the yard's Campbelltown '85' vessel, which is based on the '80' design.

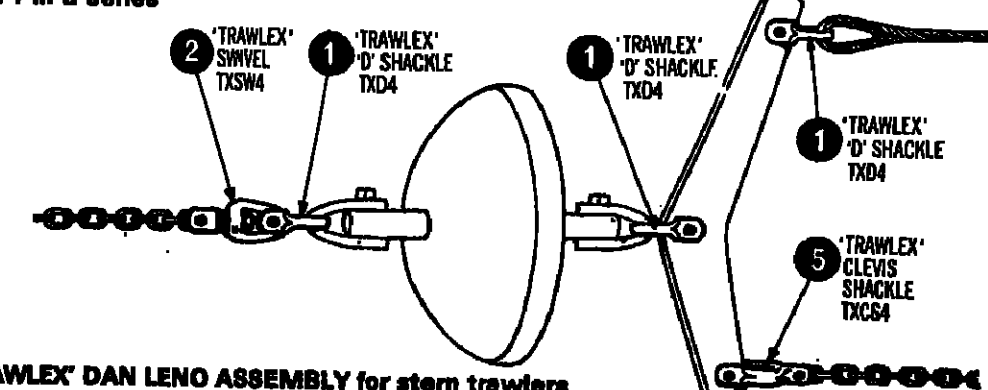
New purpose-designed chain and components for trawl gear

FOR ALL METHODS OF DEEP SEA FISHING, INCLUDING PELAGIC AND INSHORE FISHING.

Trawl gear failure rips holes in your annual gross income. With 'Trawlex', outcome of Parsons expertise, you have for the first time chain and components designed specifically for trawlermen. 'Trawlex' ends the need to rely on mild steel fittings of uncertain design and strength. It works - to your profit.



No. 1 in a series



'TRAWLEX' DAN LENO ASSEMBLY for stern trawlers

A simple, quickly assembled rig. The use of 'Trawlex' components in high-wear positions guarantees a longer, trouble-free life, so that each assembly gives longer fishing time. When renewal is eventually necessary, dismantling and replacement are carried out in minutes.

FOR VERSATILITY

The range of components was planned specifically to allow various uses in different positions in all methods of deep water trawling in all sizes of vessel. Local variations in trawl rigs are easily accommodated.

FOR EXTRA SAFETY

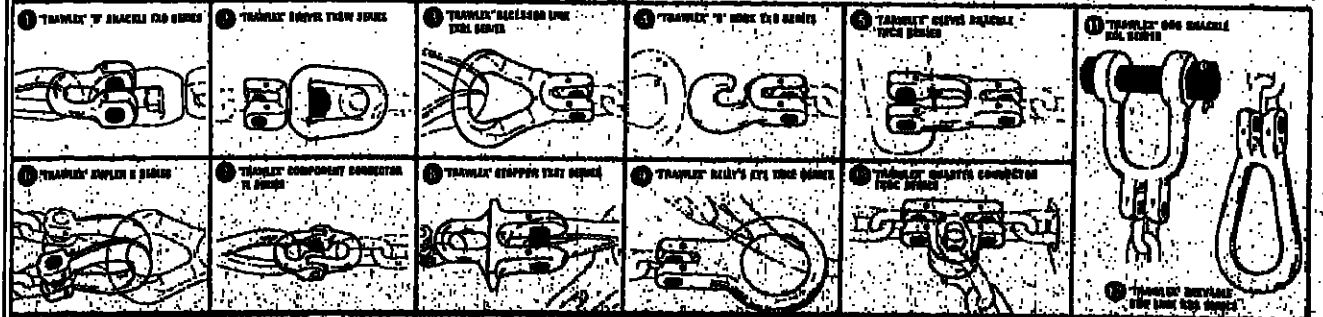
Heat-treated alloy steel makes 'Trawlex' 150% stronger than mild steel, gives it high wear resistance. 'Trawlex' chain has up to eight times the life of wire cable, with superior corrosion resistance when stored as standby gear.

FOR FASTER RIGGING

'Trawlex' load pins have no protrusions to wear or foul nets. Expanding spring steel retaining pins are quickly fitted or removed - for big gain in fishing time. 'Trawlex' is lighter, too, for easier handling...reduces crew fatigue and even permits a reduction in manpower.

FOR GREAT PROFITABILITY

'Trawlex' chain and components bring new dependability to trawl gear, give it longer working life that means bigger earning power. Take 'Trawlex' aboard for profit.



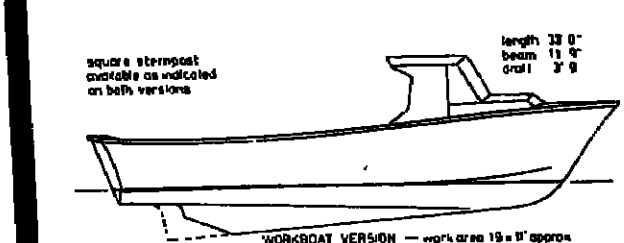
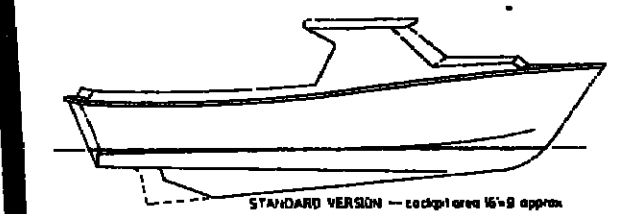
Parsons Trawlex chain & components

Parsons Chain Company
Stouffville, Ontario, Canada
Telephone: (416) 291-1111

September 10, 1978

LOCHIN MARINE

ROCK CHANNEL RYE SUSSEX
Telephone Rye 3724



Designer: Robert Tucker, A.R.I.N.A.

BARE HULL WEIGHT: 2,300 lbs. Approx.

Part fitting out available. Details on request
AS SHOWN AT CATCH '78.

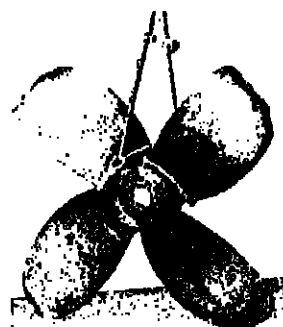
FAST • STABLE • SEAWORTHY
The choice of professionals who know the sea and demand the best.

FISHING NEWS

BOAT OWNERS! Have You A Propeller Problem?

F. A. L. SCOTTISH
PROPELLER SERVICE

BUCKIE
SPECIALISE IN RECONDITIONING
ALL MARINE PROPELLERS and
will REBUILD and RESET the
PITCH of ALL SIZES of
PROPELLERS up to 18in. diameter.
SPECIALISE IN REPAIR of
PROPELLER SHAFTS.
SUPPLIER OF NEW PROPELLERS.
MAKER and SUPPLIER of SMALL
STERNGEAR up to 2 1/2in. diameter
shaft.



Meet us on STAND 38A
at Catch '78, Aberdeen

**F. A. L. Scottish
Propeller Service**

MARCH ROAD, INDUSTRIAL ESTATE, BUCKIE

BANFFSHIRE

Telephone: Buckie 32188 (Day); 31422, 31508 &
32931 (Night)

Specify POWERLIFT

for your vessel

Complete range of haulers
to suit your requirements
with hauling capabilities of:
900lbs, 1400lbs, 2000lbs.



Self-hauling
sheave



Combination



Capstan



POWERHAUL seine/rawl
winch 2000lbs pull

Full installation kits can be supplied
12 months warranty W.F.A. approved
AGENTS REQUIRED IN ALL AREAS

POWER ENGINEERING (Irl.) LTD.
Adelaide Road, Bray, Co. Wicklow, Ireland.
Phone 860462. Telex: 30298.

UK distribution: Colin Manning
20 Hiron Estate, South Stack Rd, Holyhead,
Anglesey, Wales. Telephone: Holyhead 4415.

FISHERIES INSURANCE LTD.

PERSONAL ACCIDENT INSURANCE FOR CREWS
LIFE ASSURANCE
COVER FOR FISHING GEAR, HIRED ELECTRONIC
EQUIPMENT, OWNERS LEGAL LIABILITY RISKS.
FULL MARINE AND WAR RISKS INSURANCE
FOR ALL TYPES OF FISHING VESSELS.
SURVEYORS AND AGENTS IN MAIN PORTS

Details from:
15 ALVA STREET,
EDINBURGH EH2 4PH.
Telephone: 031-225 7905

ALEXANDER NOBLE & SONS LTD. BOATBUILDERS - GIRVAN

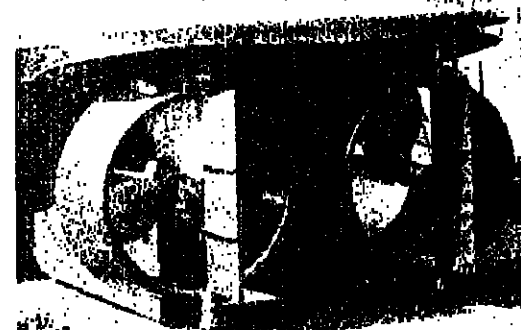
Quotations and designs for new
vessels — repairs on our own
slipways up to 150 tons — all types
of machinery installed.

Ring
TEL: GIRVAN 2223

JAMES McCAUGHEY THE HARBOUR, WICK, CAITHNESS

Tel. 2858/3701
BOAT BUILDING, FISHING BOAT REPAIRS,
MARINE ENGINEERS, PAINTING, FITTING
OUT GRP HULLS & MANUFACTURING
GRP DINGHIES, SLIPPING FACILITIES.

Over a thousand fishermen can't be wrong to choose the ANSAX PROPULSION NOZZLE



THE ANGLO SAXON MARINE
CONSTRUCTION CO. LTD.
4 Creechurrah Lane
London EC3A 5AY
England
Telephone 01 283 0188
Telex 8811714 Woodship
After Hours 01-694 8708

CONSULT THE EXPERTS

Hugh Norman (Marine Sales) Ltd., PURSE GILLS

GILL NETS
FLOATS & BUOYS

VISIT STAND D30
AT "CATCH 78"

Ythan Cottage, Inverebrie,
Ellon, Aberdeenshire.
Tel: Schivas 358
(STD 03587 358)

The fish pound boards you don't fish around for.

Alcoa aluminium fish
pound boards. They're
hygienic, easy to clean,
strong, light and
economical. And as
many as you want are
ready for delivery right
now.

Alcoa of Great Britain
Limited, Nurseries Road,
Garrowhill, Baillieston,
Glasgow.
Tel: 041-771 9361.

Come and visit us at the
Aberdeen International
Fisheries Exhibition on
Stand No. A36.

For Innovations in aluminium,
consider Alcoa first.

ALCOA



MARINE FUELS
AND LUBRICANTS
**CROSSAN
OILS**

3 Esplanade
LERWICK
Pipeline at Lerwick
Tender Deliveries at
Mainland Ports

Phone:
Lerwick 3517 (Office)
3044 (House)

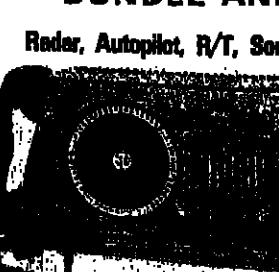
DAUNTLESS MARINE ENGINEERING & SUPPLY CO. LTD.

Director:
A. S. Kennedy, J. Kennedy
OLD MARKET PLACE,
BANFF
Telephone Nos.
Banff 2317
Nights Service:
Banff 2892
Mooditt 32144

All Classes of Marine
Engineering Undertaken

MANUFACTURERS OF
WINCHES AND ALL
DECK EQUIPMENT

alexian electronics ltd DUNDEE AND EDINBURGH.



Radar, Autopilot, R/T, Sonars, Sounders, Instrumentation.
Just the people to supply your
new 80 channel sailor HT114
VHF. Rental / Maintenance or
Sale. Installation Free.
Agents for Radford, Furuno, Redfern,
Wester, Sperry, Carl Th. Moller,
Bomar & Pettig.

Please visit us on the General Services Stand at the
ABERDEEN FISHERIES EXHIBITION
Or Telephone: 031-888 3582, or 0382 817 242

September 10, 1978

ABOUT one-third of all
white fish landed at
Aberdeen now comes
from trawlers and
seine netters of under
80 ft. registered
length.

Until the end of July this
year these vessels landed a
total of 295,099 cwt. valued at
£3,772,043. Although the
weight is slightly down com-
pared with the same period in
1975, the value is up.

In all there are between 50
and 60 such boats coming into
Aberdeen, including the fleet
of 23 pocket trawlers built
during the last ten years to
replace larger and older
boats.

Designed for starboard side
trawling, the majority are 86
ft. long overall and many
were built at the local yard of
John Lewis and Sons. They
are known as the *Spin-
ningdale* class.

In addition to the pocket
trawlers there are a number
of smaller wooden and steel
trawlers, ranging from about 50 to 80 ft.
long overall. Most of these are
based at Aberdeen, while
some are occasional visitors
from other ports.

The bulk of the seine net
fleet, which at one time gave
Aberdeen the status of top
seine net port, moved up to
Peterhead in 1970 in protest
against the high charges for
dock labour in Aberdeen.

During the last six years
some boats have moved back
and now about 25 craft
between 50 and 80 ft. long are
landing regularly. In the
main their skippers and
crews are from Aberdeen and
ports further south.

The majority of larger
seiners in the Fife fleet, in-
cluding the 70 to 80 ft. vessels
Argonaut IV, *Portright*,
Steadfast, *Ranoun*, *Inter Nos*
and *Contender*, land regularly.

The skipper of one of these
seiners told *Fishing News*

that, despite the charges for
dock labour, he still got a
better price for his fish in
Aberdeen than Peterhead.

Many people regard vessels
of under 80 ft. registered
length as 'inshore' boats; they
would refer to all the above
examples as Aberdeen's in-
shore fleet.

However, the term

'inshore' is misleading. Some
pocket trawlers occasionally
fish at Faroe, in the same
waters as the larger Aberdeen
trawlers, while others work
just a few hours' steam from
port in the same area as 50-
footers.

Skipper Terry Taylor, in
the pocket trawler *Maureen*
June, has made a number of

Aberdeenshire coast.

Among the seine net fleet,
some of the 78-footers will
fish the same grounds as the
50-footers if that is where the
fish are; but they also make
trips of up to 270 miles from
port.

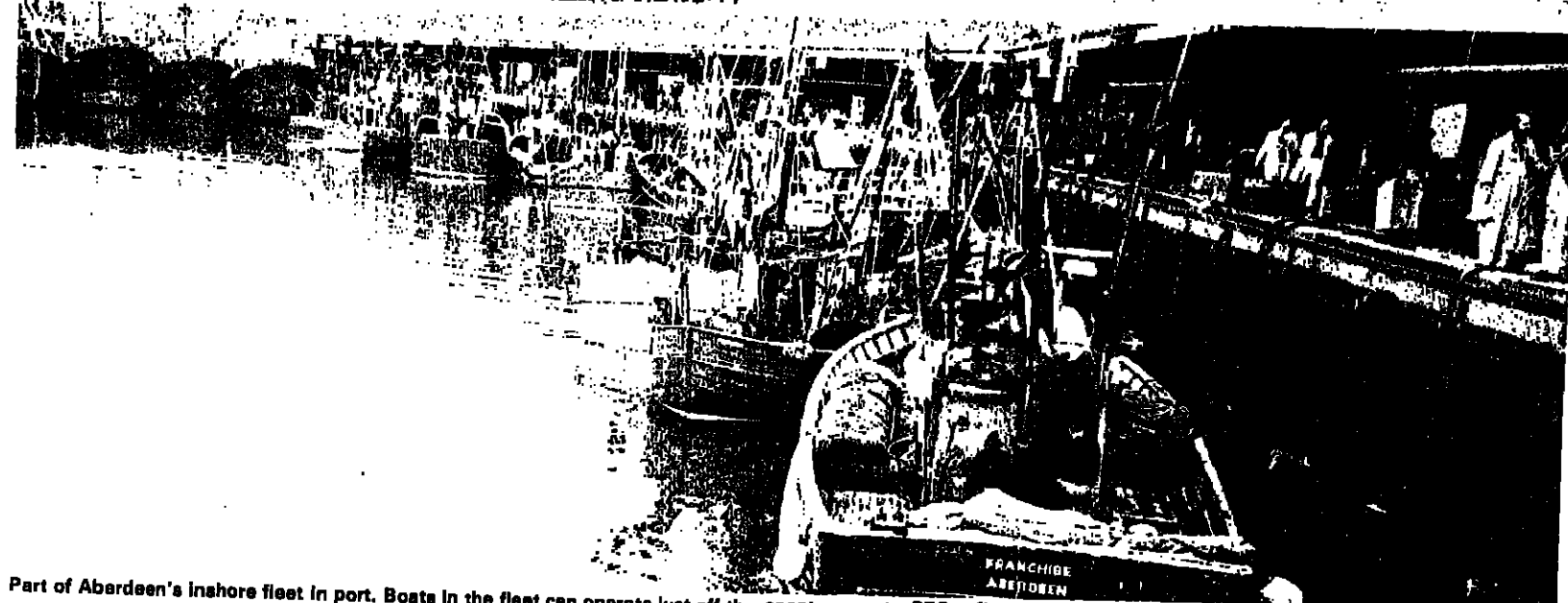
So it is difficult to classify
any of these boats as 'inshore'
craft. Many are fishing

further afield than trawlers of
over 100 ft.

Skippers and owners have
a preference for particular
fishing policies; all will try to
be in the right place at the
right time!

It is impractical for the 50
ft. vessels to stay at sea for
more than two or three days.
Continued on page 54

FISHING NEWS

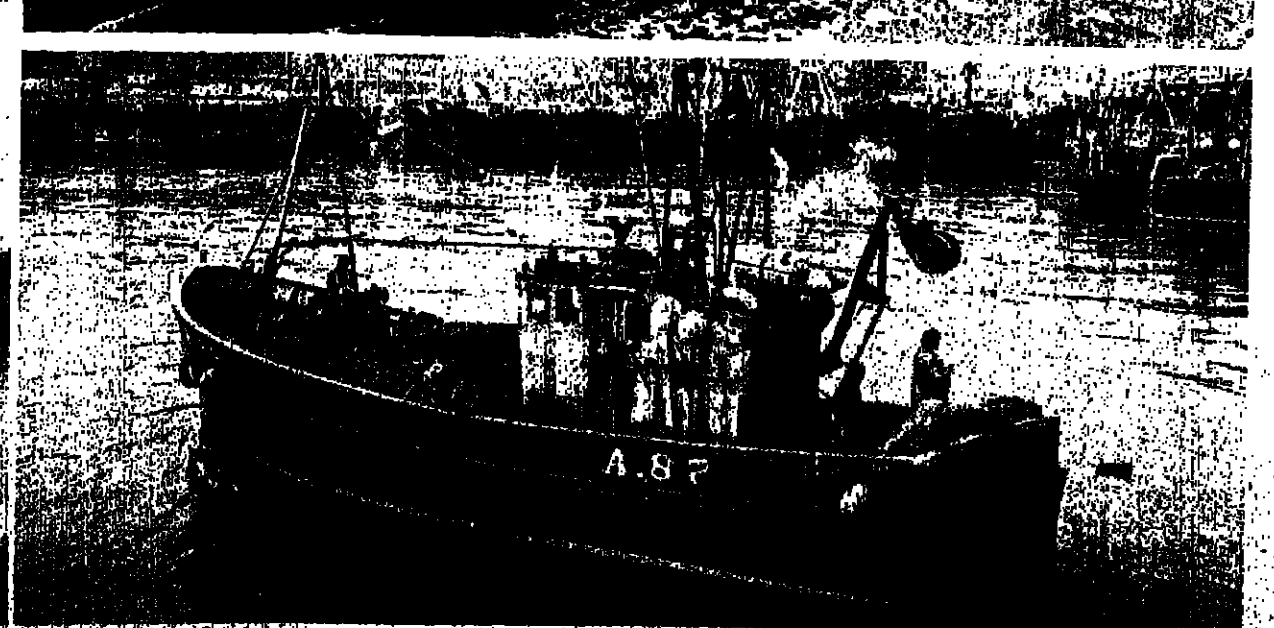
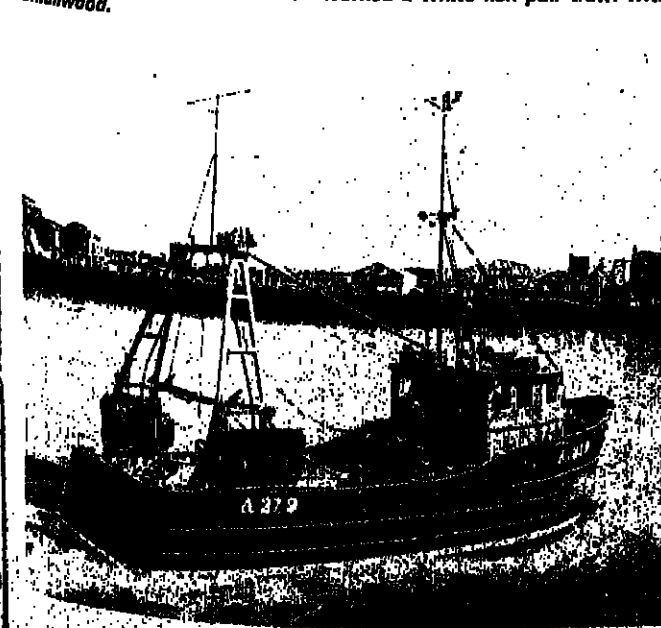


Part of Aberdeen's inshore fleet in port. Boats in the fleet can operate just off the coast or up to 270 miles away.

Aberdeen hangs on to its 'inshore' fleet



Above the light trawler *Cynosure* fishes under Douglas Craig of Stone-
haven and lands every two days or so. Right: the 78ft. seiner
Contender, built by Smith and Hutton as *Argonaut II* for Skipper David
Smith, now fishes under Skipper Willie Watson of Anstruther. She
lands at Aberdeen every week. Below right: the 80ft. *Franchise* came
from Gerrard Brothers in 1969 for Skipper Jack Reid of Aberdeen.
She is seine netting and makes two or three landings a week.
Below: *Terra Nova* is a 53ft. stern trawler built at Campbeltown in
1972 for Skipper Dennis Wilson. She normally operates three to six
hours' steam away and has also worked a white fish pair trawl with
Smallwood.



Fish from Aberdeen

LOCAL FISH MERCHANTS
RENOWNED FOR QUALITY AND SERVICE

MAKE SURE OF YOUR
SUPPLY AND
'CONVERT' TO



THOMSON & SONS

Wholesale Fish
Merchants and Curers

We specialise in supplies
to retailers and fryers

Dogs at all times

Quick Frozen Suppliers of
various varieties available
at all times

ALL OVER VARIETIES
IN SEASON

DAILY: Quality Single
and Block Fillets

Smoked Fillets—Block and Single

POYNERNOOK ROAD
ABERDEEN AB1 2QX

Telephone: ABERDEEN 26947
Telegrams: PLAICE, ABERDEEN



All kinds of
FISH
in season
from

THOS. E. WILSON & SON
WHOLESALE FISH MERCHANT AND
CURER
164 Sinclair Road, ABERDEEN
AB1 3PS
Tel. Aberdeen STD 048-4 28017
House 43188

HIGHLAND FISH PRODUCTS (ABDN.) WHOLESALE FISH MERCHANTS AND CURERS

(D. M. BAIN)

HADDOCK

CUTLETS

A SPECIALITY

31 SINCLAIR ROAD,

TORRY,

ABERDEEN

TELEPHONE 20401

INQUIRIES SOLICITED FOR SUPPLIES OF
FRESH AND FROZEN HADDOCK CUTLETS

KEENEST QUOTES AVAILABLE

CONTACT: DONALD BAIN 7 a.m.-6 p.m. ABERDEEN 20401

GEORGE CRAIG

Fish Merchant & Curer

POYNERNOOK ROAD,
ABERDEEN

for

★ QUALITY
★ RELIABILITY
★ SERVICE

Tel: ABERDEEN 25187

DUNLAY'S

WHOLESALE FISH MERCHANTS

Suppliers of top class

FILLETS ● HADDOCKS
COD ● COLEY
BLOCKS

36/37 SOUTH COLLEGE STREET,
ABERDEEN.

Tel. 24919

PROPRIETORS:
MITCHELL A. LOW, JOHN D. FOWLER, J.P.

CATCH OF THE SEASON

Emdee

M. D. ROBERTSON

Wholesale Fish Merchants
6 CLYDE STREET, ABERDEEN
Tel. 0224 64888/672798

ALL VARIETIES OF PRIME QUALITY
SEAFOODS FRESH OR FROZEN SUPPLY
DOMESTIC OR CANTEEN

W. FREELAND & SONS (ABDN) LTD

Wholesale
Fish Merchants
Curers
and Exporters

NORTH ESPLANADE EAST
ABERDEEN AB1 2QY
Phone 0224 22325/6

FOR ALL KINDS OF
FISH IN SEASON

Contact

A. STIRTON
& SONS

Wholesale
Fish Merchants

35 North
Esplanade East,
ABERDEEN,
AB1 2QY.

Ring:
Aberdeen
23840

A. J. TULLOCH

SALMON FACTOR

Purveyors of Scotch Salmon to English
and Continental Wholesale Merchants

Consignments of Net and Rod Caught
Salmon Solicited
Enquiries Invited

The only Factors in Britain dealing exclusively in Scotch
Salmon, Grilse and Trout

COMMERCIAL QUAY ABERDEEN

Telephone: ABERDEEN 20831
Telegrams: "SALMON ABERDEEN"
Telex: 73315 CHAMCOM-SALMON
Bankers: CLYDESDALE BANK LIMITED

A. & J. MAIN (Fish Merchants) LTD.

WHOLESALE FISH
MERCHANTS AND
CURERS

South Esplanade West,
ABERDEEN, AB1 3AA
Telephone — Office 28848
Residence — Cutler 3488
(When telephoning ask
for G. Murray)

Look out for
the quarterly
supplement on

FISH HANDLING
PROCESSING & MARKETING

In Fishing News
on Oct. 8

Sestrel

See us on
stand
B25

MAGNETIC COMPASSES
NAVIGATIONAL INSTRUMENTS

For a complete range of fine quality compasses, repeater systems,
marine clocks, barometers and navigational instruments for all types
of craft, the name is "SESTREL".

Henry Browne & Son Ltd

Sestrel House, Loxford Road, Barking, Essex
Telephone: 01-694 4054 Telex: 696909 Sestrel

We are in fish



in a big way

FACILITIES FOR FILLETING SPLITTING
FREEZING STORAGE

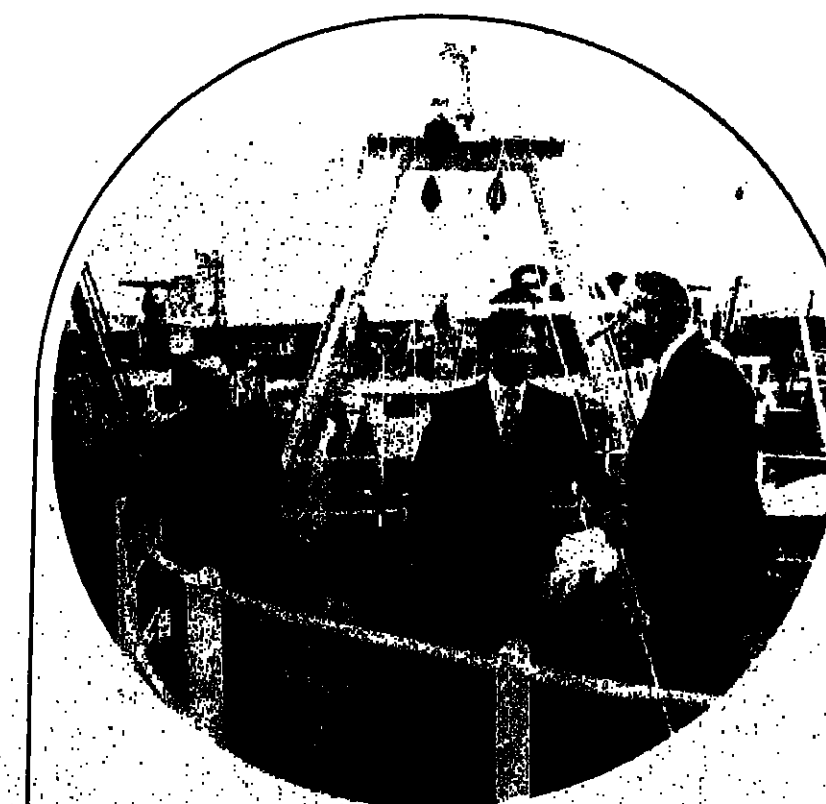
We can also arrange Transport
Custom Clearance Insurance

all stores approved for handling handling

The Union Cold Storage Co. Ltd. Head Office,
14 West Smithfield, London, EC1A 9JN
Tel: 01-248 1212 Telex: 24862 UCS LDN G

Aberdeen Cold Storage Co. Ltd.
Tel: (0224) 57445 Telex: ABERCOLD — ABERDN 73372

Conon Cold Storage Ltd.
Tel: (034982) 555 Telex: CONCOLD CONBRO 75233



meet you on board

A knowledge of the skills and expertise of
the people whose banking affairs they look
after, is all part of the Clydesdale Bank Manager's job.
The Bank meets fishermen on their own
ground — or should it be water? Yes, we'll
meet you on board or better still on Stand No. C4
at the Aberdeen International Fisheries Exhibition.

Clydesdale Bank

Chief Aberdeen Office
5 Castle Street
Aberdeen AB1 1JG

FISHING NEWS

Aberdeen 'inshore' boats

Continued from page 31
or to go much further than 100 miles, as their carrying capacity is limited and catches will deteriorate more quickly than in a bigger boat.

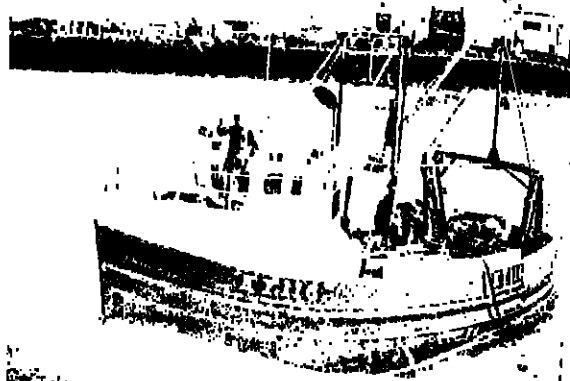
Therefore, they concentrate on landing small catches of top quality fresh fish caught within 100 miles of port.

They come in every two or three days and rarely land more than 100 boxes at a time or the quality would suffer.

One 50 ft. seine netter did try a 180-mile trip, but the catch did not keep well enough on the way home and much of it went for fish meal.

The majority of seiners in the 50 ft. range fish about 100 miles away and bring home good lemon sole, plaice, codling and haddock. Trawlers in the same size group tend to work rougher grounds off the Aberdeenshire coast, up to about 30 miles offshore.

The larger seiners and pocket trawlers have a greater sea range and carrying capacities and so a wider choice of grounds.



Golden Fleece, built one year by James Noble (Aberdeen) Ltd. for Skipper Duncan of St Andrew's, is fishing from three to six miles away.

Catches of 700 boxes and more have been landed from the large seiners which make trips of up to a week. They work grounds as far as the Viking Bank - some 270 miles away.

A number of these vessels have been doing exceptionally well. Skipper David Smith in his new steel boat *Argonaut IV* has made at least two grossings of more than £12,000 this summer.

The 36 ft. long overall seiner *Inter Nos*, under Skipper Willie Smith of Crail, recently completed her first full year fishing with earnings of around £200,000.

The majority of the 80 ft. pocket trawlers make trips of between eight and ten days. They fish as far north as Flugga and as far west as the Flannan Isles - even having a 'drag' or two off the Aberdeenshire coast on the way home.

Many pocket trawlers are working well at present. Skipper Sandy Phinister and *Margona* put ashore a 909 cwt. catch recently after a ten-day trip to the Orkneys.

Highest-earning vessel among the pocket trawlers last year was the *Deeside* with a grossing of £157,500; among those which fished further afield, *Maureen June* earned £155,000.

Generally those under 80 ft. registered length vessels have made higher grossings this year than last, but they are finding fish slightly more scarce.

Operating costs are high and, in Aberdeen, there is competition from the oil industry and so charges for repairs and overhauls have increased.

However, only about a dozen mainly older vessels in this size range are laid up for economic reasons and it is fairly reasonable to assume that the majority of vessels

under the 80 ft. registry, working from Aberdeen, are at least paying their way. Several are doing very well.

Chief among problems affecting these boats is the ruling that member boats of the Aberdeen Fish Producers Organisation should land or more than 60 cwt. of ungutted cod, haddock and whiting from any one trip in the summer.

The object of this is to avoid flooding the market with ungutted fish and keeping prices down, but a number of skippers do not agree with the idea and are refusing to join the PO.

Some seine net skippers claim that the ruling is ineffective as the seiners will attract high prices for ungutted fish no matter how much the land. This is because it is of good quality.

They would lose out, they say, if they kept to the ruling and would lose a lot of money.

Another difficulty in Aberdeen is the continuing threat of delays in unloading fish.

This was highlighted again when lumpers refused to unload the catch from the new Anstruther seine netter *Adelphi* because they did not like the layout of her deck. The vessel left for Peterhead where her crew discharged the catch without a hitch.

Skipper Peter Mount claims he will never again try to land his catches in Aberdeen.

Below: *Deeside* is one of Aberdeen's fleet of pocket seiners which are just under 80 ft. registered length. Built at the John Lewis yard in 1972 for Skipper William Wilson of Pannoch, she often works off the Aberdeenshire coast. Last year she was the highest-earning vessel of her class in the Aberdeen fleet with a grossing of £157,500.



Steadfast is one of the larger seine netters fishing further afield and lands once a week in Aberdeen. The 78 ft. craft was built in 1969 at the Richard Irvin yard in Peterhead for Skipper Alec Gardner of Anstruther.

"STOP PRESS"

ROPE DRUMS

Hurry along to Stand C 8, and see the latest addition to our Deck Machinery Range.

AND THAT'S NOT ALL:

Our new design Power Sheaves will be on Display.

PLUS:

Transmotor Generators, and our comprehensive Range of Hydraulic Spares, & Accessories.

C. F. WILSON & CO.
(1932) LTD.
80 West North Street, Aberdeen.
Tel. 56466

September 10, 1976



ULSTEIN

Gearboxes/controllable pitch propellers
Transverse Thrusters
Stabilizer Systems
Advanced fishing vessel designs

TENFJORD

Steering gear units

SPERRE

Marine starting air compressors, tubular stack coolers

SEE US ON STAND D16

Scottish International Fisheries Exhibition

ULSTEIN (U.K.) LIMITED

60A George Street.
Tel: 031-226 5481
EDINBURGH, EH2 2LR
Telex: 727383

Welcome to the new ice-age ZIEGRA style

Inco-Zieggra (UK) Ltd. are Britain's specialists in flake-ice machines and storage systems for the fishing industry. We produce a wide range of fully automatic ice-makers built to high standards for trouble-free operation and maximum durability.

Zieggra ice is produced at the optimum-efficiency temperature of 0.5 degrees C to eliminate lumping and reduce wear on equipment. It is also harmless to all types of fish and very economical to use.

Zieggra machines set in chrome-nickel-steel cabinets to resist corrosion are easily installed and extremely reliable in service.

For further information about our equipment and services please contact us at,

Inco-Zieggra (UK) Limited, Wilmalow House,
Water Lane, Wilmalow, Cheshire, SK9 5AG.
Tel. Wilmalow (099-84) 32355

Inco Zieggra (UK) Ltd.

FISHING NEWS

THIS IS THE DESMI SA50 PUMP



IF YOU LIKE THE LOOK OF IT
SEE US ON STAND D10 AT CATCH 76
VANROY LTD., BURSLEM,
STOKE-ON-TRENT
TEL 87377. TELEX 36140
PUMPS BY DESMI, DAE AND PROVEN

Bostrom WHEELHOUSE CHAIRS

Out vibration in the wheelhouse with a hydraulic damped Sea Viking wheelhouse chair. A unique torsion bar suspension system, easily adjustable for each helmsman's weight, cuts by 70% the vibration and shocks which cause backache, fatigue and kidney troubles.



Ergonomically designed, double marine plated before painting, and effectively service free, the Sea Viking is built for a heavy duty working environment and is widely specified by governments and fleet owners for all kinds of inshore and deep sea working vessels.

Whether you have one boat or a fleet, it will pay you to find out more from your local Bostrom dealer.

See us on General Services Stand 'Y' at the Aberdeen International Fisheries Exhibition.

Please write or phone:

THOMAS SCOTT & CO.
217 Cumbernauld Road, Glasgow G3 1 2 UF
Tel. (041) 554 1007

JAMES GREIG (Wire Works) LTD.

13 BON-ACCORD STREET
ABERDEEN

Springs: Guards: Weldmesh:
Wirecloth: Baskets: Trays: Wire
Panels: Plastic Coating: Creels:
GRP Laminates.

Telephone Jim Greig, or Allan Sangster at
ABERDEEN 56565.

VISIT US ON STAND A34.

fishing vessel protection

Stem to stern, keel to truck, engine room - accommodation - Joiner-Henry Clark paint systems give complete protection. Our anti-fouling mean smooth hulls ensuring fast speeds to catch the markets - whilst our Lloyd's approved flame retardant paints add a bright face to living quarters and ensure extra safety for crews. To achieve good looks and complete protection for your vessel - a copy of our leaflet is a good start.

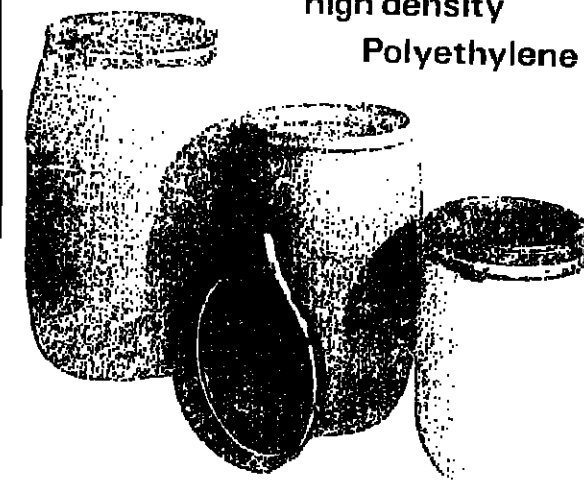
See us on STAND D20 at CATCH 76

Joiner-Henry Clark Ltd.
8-9 Fenchurch Buildings, London EC3A 4JY
Tel: 01-481 2741 Telex: 805421

17 Waverley West End, Aberdeen
Tel: 01509 24430
2 Mar (Aberdeen) Ltd.
Aberdeen Tel: 52474

harcostar MAUSER plastic drums

made specially for the food and fish industry in 60, 120, and 210 litre capacities from grey high density Polyethylene



harcostar

Harcostar Ltd, Windover Rd, Huntingdon Tel: 52372
A Butterfield Harvey Company

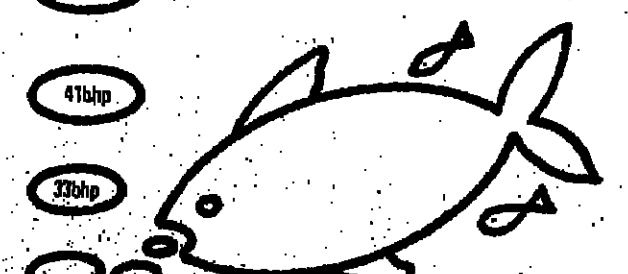
C-POWER (MARINE) Ltd.

MARINE DIESELS

Seen to be the best catch by shoals of fishermen.

Why not net yours

NOW FOR FURTHER DETAILS WRITE



Corringham Road Industrial Estate,
Gainsborough, Lincs.
Tel. Gainsborough 5356/7.
Telex: 56488.
Cables: Seapower Gainsborough.

FROM WOOD TO STEEL

THE RELATIVE merits of wood and steel for fishing boat building has led to many arguments but, generally speaking, both materials have equal advantages and disadvantages.

Timber has long been favoured for boat-building and many skippers still prefer wooden craft. This is proved by the large number built by Scottish yards in recent years.

A wooden boat, if the timber is of excellent quality and the building workmanship good, can last a very long time.

Craft over 40 years of age are still fishing, while many more of advanced age are still at sea as pleasure or commercial craft, having only retired from fishing as their design became obsolete.

Steel craft are susceptible to vibration and transmission of engine noise; they do not have such a long life and their being prone to rust and scale, also to attack from electro-chemical action, leads to some high maintenance costs.

On the other hand, wooden boats are vulnerable to damage and leaks, plus attack from wet rot fungus and worm.

Steel is of a standard acceptable quality throughout, while timber quality can be variable. The difficulty of finding larger scantlings which are well seasoned and free from internal weaknesses is the reason why most boats over 80 ft. or so are built of steel. In addition, because all its components can be welded together into a one-piece unit, a steel vessel is very strong.

During the last few years, steel has begun to assert its advantages over timber in terms of strength. New fishing techniques adopted by the Scottish inshore fleet, particularly pair trawlers, are very demanding — wooden boats can receive some nasty damage if they bump into their partner boats!

In addition there has been a desire to use larger and heavier nets to increase catching power, so this led to the demand for bigger

and more powerful boats with a greater carrying capacity and towing ability. The present trend towards steel is because many of these boats are more than 80 ft. long.

During the early 1970s there was a colossal demand for steel boats in the 70 to 90 ft. range, especially among the herring trawling and purse seining fleets of north-east Scotland.

About 40 have been built for Peterhead alone since 1969, while many fishermen in ports along the Moray Firth and elsewhere have replaced their wooden vessels with larger steel craft.

Many of the steel vessels have been built in British yards, while a number of skippers signed contracts with overseas builders.

Photographs and brief details of a selection of modern steel craft in the Scottish inshore fleet together with their wooden predecessors — mostly of the same name — show how catching power has increased in a short time.

SKIPPER John S. Buchan's new steel boat *Sparkling Star* (PD 137), left, was built in 1974 by the Dutch yard of K. Hakvoort. She is 87 ft. 3 in. long, with a beam of 24 ft. and

has a transom stern. Her main engine is a Mirreles Blackstone 750 hp unit driving a variable pitch propeller, and her deck equipment includes Robertson trawl and seine winch, net drum, boom swinger and lifter, anchor winch and cargo block, plus a Rapp 24RA power block. Fish finding aids include sonar and net sounder, and she has worked both as a herring pair trawler and white fish pair trawler.

THE OLD 79 ft. cruiser-sterned wooden boat *Sparkling Star* (PD 108) below left, was built at the Peterhead yard of Richard Irvin and Sons Ltd. in 1970.

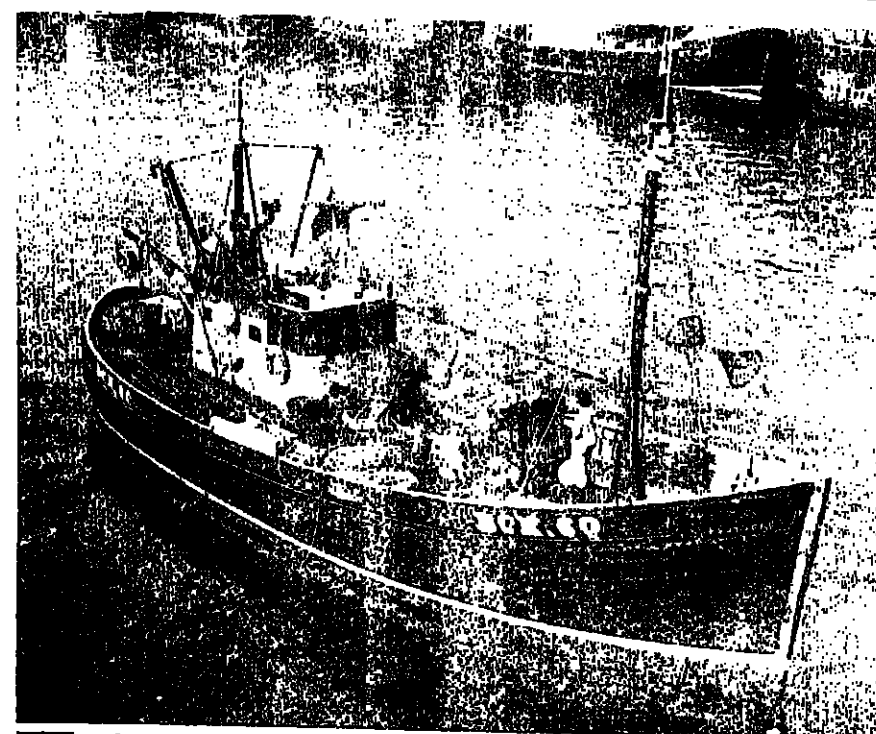
With a beam of 22 ft. 3 in., she was powered by a 485 hp Mirreles Blackstone engine and her gear handling aids included Northern Tool and Gear hydraulic seine and trawl winch and Rapp 18R power block. Now renamed *Sunfish*, she still belongs to Peterhead.

STANHOPE II (PD 116), right, was built by Richard Irvin at Peterhead in 1968 for Skipper Peter Stanhope. The wooden cruiser-sterned boat was 74 ft. 4 in. long, with a beam of 20 ft. 3 in. and power came from a Kelvin engine of 320 hp.

She had a Norwinch hydraulic seine and trawl winch, but did not have a power block fitted until 1970 when a Rapp 18R model was installed.

For much of the time she worked as a seine netter and often fished the Bergen Bank. Now re-named, she belongs to the Fraserburgh fleet. THE STEEL *Stanhope III* (PD 161), far right, came from Buil Ship Dock in 1975 and is 88 ft. 6 in. long. She has a transom stern and a semi-bulbous bow of 480 hp. Blackstone engine of 480 hp, driving a fixed pitch propeller, and is equipped with Rapp hydraulic trawl and seine winches and Rapp 24RA power block.

At present she is adapting to herring fishing, but has also been herring pair trawler.



▼ OPPORTUNE & II ▲

OPPORTUNE II (BCK 80), above, was a good example of the medium-sized wooden seine netter of the 1950s for the Scottish fleet.

Built by Hard and Mackenzie of Buckle in 1967 for Skipper George Murray, she was 89 ft. 9 in. long with a beam of 20 ft. 4 in. Powered by a Gardner 152hp engine, she was equipped with a belt-driven seine net winch.

Wheelhouse equipment included radio telephone, echo sounder, compass and Decca Navigator.

Later she was fitted with more up-to-date gear handling and wheelhouse equipment as it became available, and she was one of the first Scottish boats to fit a hydraulically-driven winch.

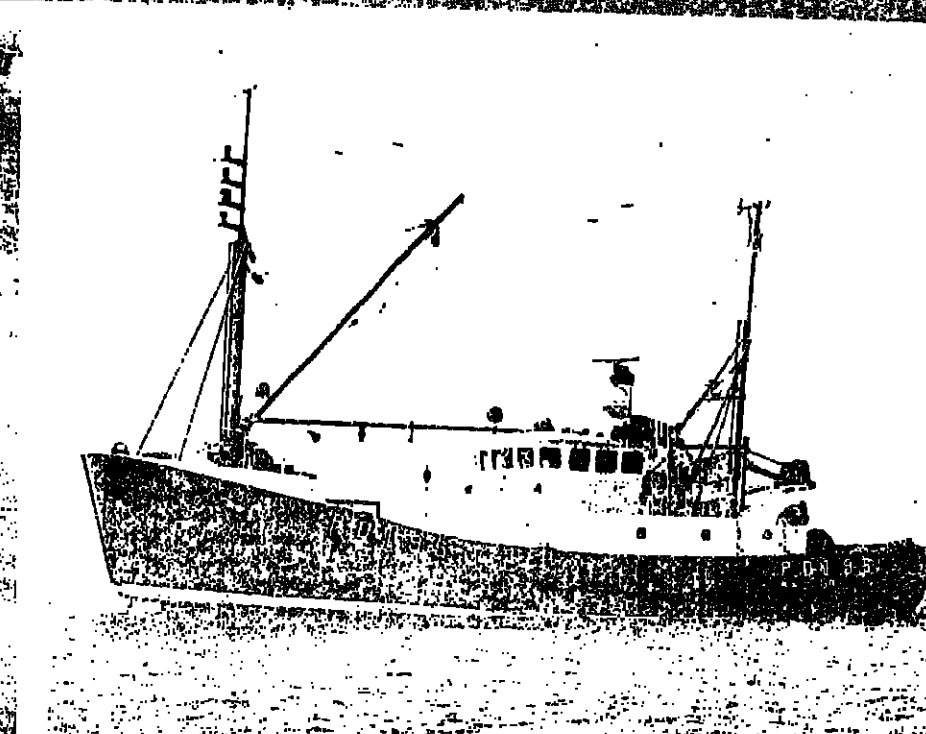
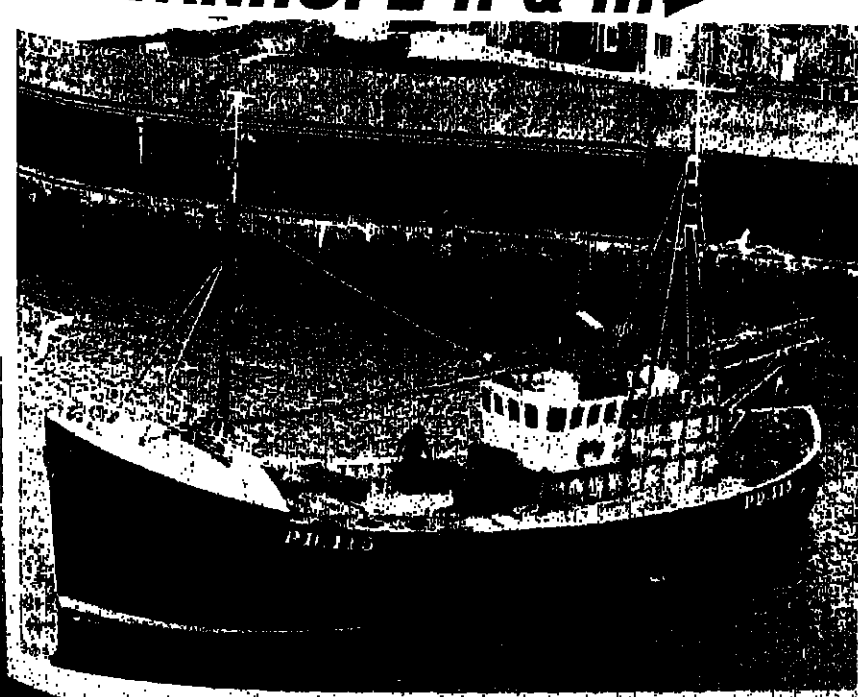
SKIPPER Murray's new *Opportune* (BCK 105), below, came from Campbeltown Shipyard in 1973 and is 79 ft. 11 in. long, with a beam of 22 ft.

Propulsion is by a Caterpillar engine of 480hp and she has a Jensen hydraulic seine and trawl winch and Carron power block.

More recently she has been fitted with a gutting shelter and Fishing Hydraulics rope storage reels. She concentrates on seine netting from Peterhead.



▼ STANHOPE II & III ▲



BUILT in 1976 at the John R. Hepworth yard on the Humber for Skipper David Morgan, the 88 ft. steel seiner-trawler *Morning Dawn* (PD 358), above, was the third of her type designed by the Newcastle-on-Tyne firm of Tynedraft Design Ltd.

Her engine is a 637hp Mirreles Blackstone unit and her comprehensive range of hydraulically-driven deck equipment includes Robertson trawl winch, seine winch and net drum, Becoles rope collar, Rapp net winch and transport roller, plus Rapp anchor windlass and boom swinger.

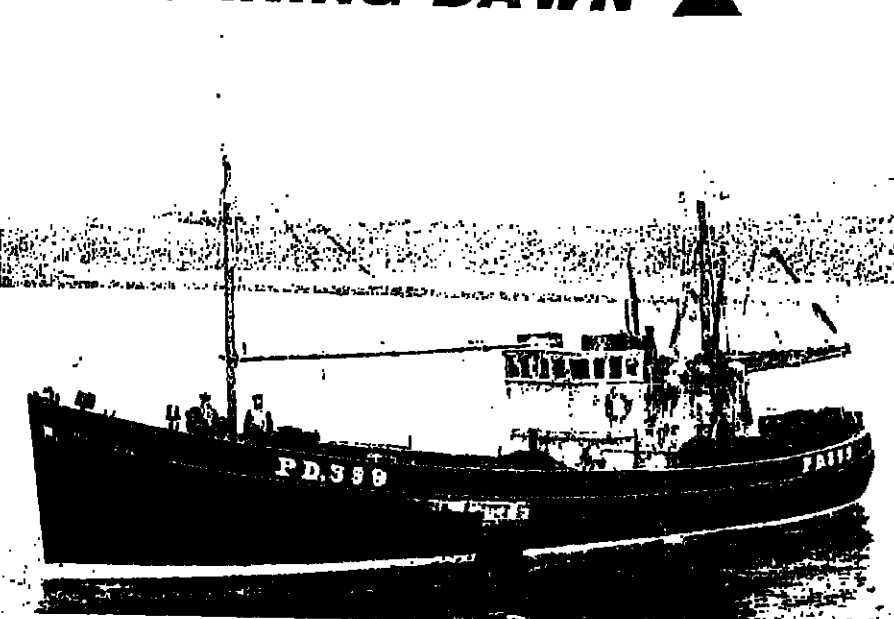
She has worked as a seine netter and a pair trawler.

WITH an overall length of 80 ft., the cruiser-sterned wooden-hulled *Morning Dawn* (PD 358), below, was built in 1961 by the Sandhaven yard of J. and G. Forbes and Co.

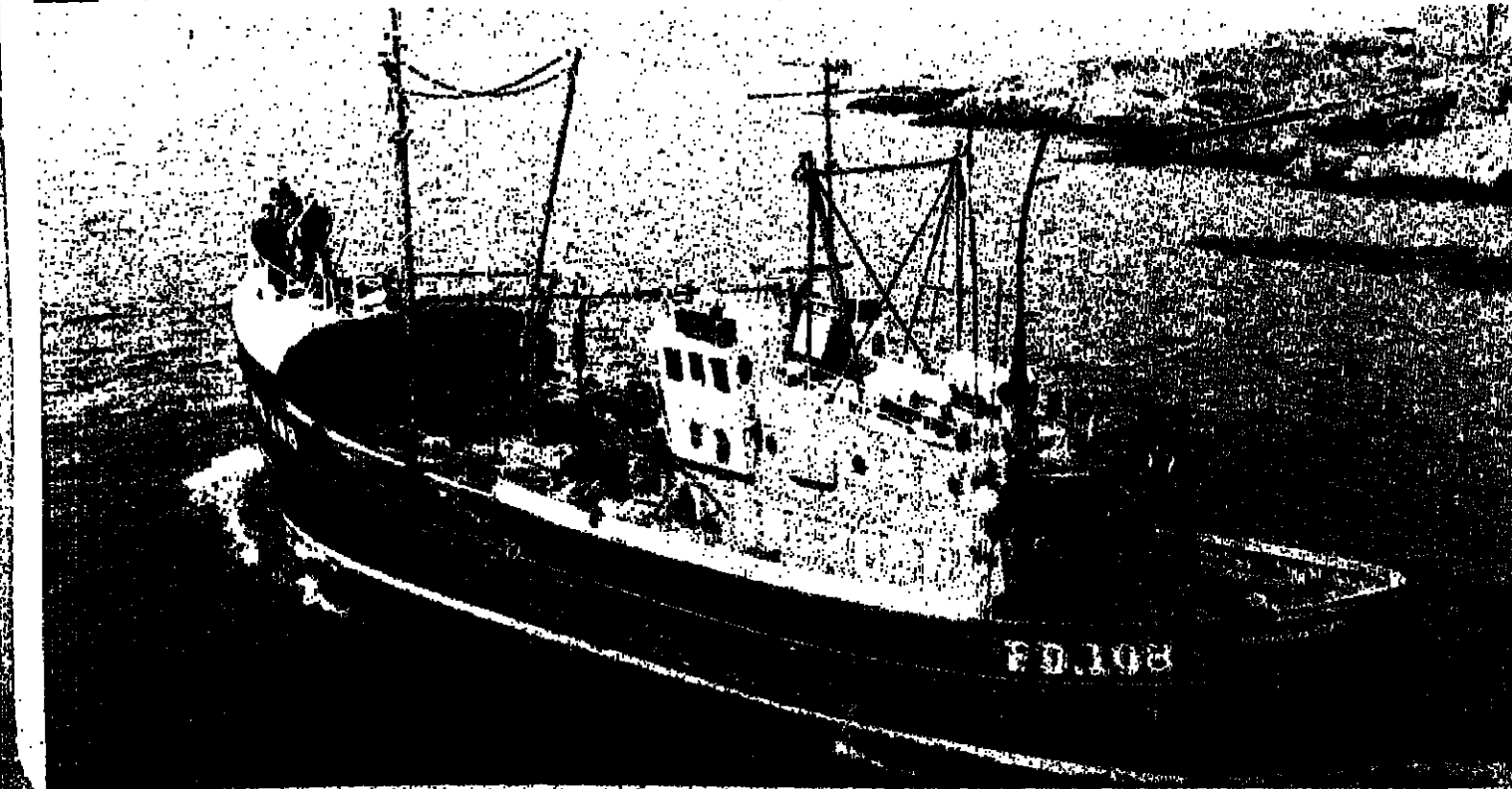
She was designed for seine netting, herring drifting and great line fishing and cost £30,000 to build.

The boat had a 235hp Gardner engine and a Northern Tool and Gear winch. Later in her career she was fitted with a power block. Now named *Lupine*, she was recently advertised for sale.

▼ MORNING DAWN ▲



▲ SPARKLING STAR ▼



Sparkling Star

POLYPROPYLENE SEINE NET ROPES



SEA LEAD
Staple
SEA STAR
Film
RED STAR
Staple & Film

BRIDON FIBRES & PLASTICS

Bridon Fibres and Plastics Limited
Condercum House, 171 West Rd. Newcastle upon Tyne, Newcastle NE99 1AE Tel. 0632 39111 Telex 53114

MARINE DIESEL SERVICE (GRIMSBY LTD.)

Sole U.K. Agents and
Distributors for

SKOVGAARD SPEEDWINCH (RAMME ROPE DRUMS)

INSTALLATION AND SERVICE
ARRANGED WITHOUT DELAY

ENQUIRIES TO:

The Manager
MARINE DIESEL SERVICE (Grimsby) LTD.
WOMERSLEY ROAD
GRIMSBY
Telephone: 68989

SEE US ON STAND D4 AT
THE ABERDEEN INTERNATIONAL FISHERIES EXHIBITION

FISHERMEN'S MISSION

SERVING and CARING
For Shipwrecked, Sick,
Distressed, Disabled, Retired
and Sea Going Fishermen
their Wives, Widows and
Children

THIS IS OUR BUSINESS

Will you share in this ministry by
sending a generous donation to
Royal National Mission to Deep Sea
Fishermen

43 Nottingham Place,
London W1M 4BX

Chairman: Admiral Sir Charles Madden, Bt., G.C.B., D.L.
Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.



Patron H.M. The Queen

94 years constant service to fishermen and their families

THE PRESENT AND FUTURE FOR THE FISHING INDUSTRY

Is the theme of the next Nautical Institute
conference at Hull on 28th & 29th October,
designed to provide an opportunity for all
branches of the Fishing Industry to discuss
the future.

The programme covers:

The Trawler Industry
The Inshore Industry
Fishing Co-operatives
Legislation
Conservation
Fishing Technology
Training

The Conference has been planned to provide essential
information to the professional fishermen as well as those
concerned with fishing policies.

For further details, contact D. R. Derrett, Hull
Nautical College, Hull HU1 8BW. Telephone: 0482-
27663. The fee for the two days including the papers
and meals is £25.

PREVENT GAS EXPLOSION/FIRE INSTAL THE G.H.T. GAS DETECTION UNIT

- * Switches gas OFF in event of leakage.
- * Gives loud alarm.
- * Detects all 16 hydrocarbon gases.
- * Detects diesel fumes.
- * Detects dense smoke.
- * Easy to instal.
- * Fully approved by Calor Gas Ltd.,
(certificate of approval No. 300)
- * Gives no radio interference.
- * Low Power consumption.

Further details from:

J. Divers & Associates
45 Springfield Road,
CUMBERNAULD VILLAGE
Glasgow, G67
Telephone: Cumbernauld 26826

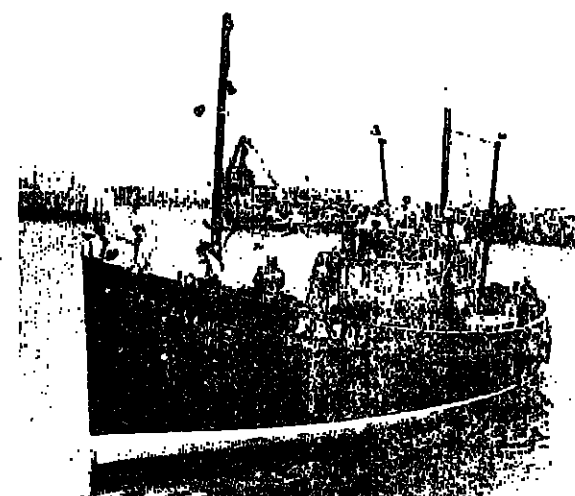
REFRIGERATION AND FREEZING OF FISH PRODUCTS

EXPERT ADVICE BACKED BY OVER
20 YEARS OF EXPERIENCE TO
THE FISHING INDUSTRY

Refrigeration equipment for Fish Holds
Chillrooms
Low Temperature Coldstores
Air Blast Freezers for Batch or Trolley
Conveyor Belt Tunnel Freezers
Vertical Plate Freezers
Horizontal Plate Freezers
Rotary direct contact Freezers
Flo Freezers
Liquid Freon Freezers
Ice making Plants, (fresh and salt water)
Air Conditioning
Suppliers and Installers of reciprocating,
centrifugal, turbo and screw compressors.

**REFRIGERATION
(ABERDEEN) LTD.**
Wellington Road, Tullos, Aberdeen.
Tel. 0224-873115 in association with
Refrigeration (Caledonia) Limited
Branches throughout the U.K.

FROM WOOD TO STEEL



THE 76ft. wooden boat *Fertile* was built by the J. and G. Forbes yard in 1964 as a seiner, drifter and great liner for owners in Peterhead.

She was later bought by the well known Tait family of Fraserburgh and excelled herself at the herring drifting. She was a fairmiller and colourful sight at the Scottish and English herring fishings.

Originally powered by a 200 hp engine, she was re-engined in 1984 with a Caterpillar unit of 325 hp. PERHAPS the greatest contrast between a wooden boat and a modern steel vessel is represented by the Tait's 136ft. *Chris Andra* (below), the largest purse seiner in the UK.

Built last year at a cost of some £800,000 by Karmoy Mek Verksted of Norway, she has a Wichmann engine of 1,200 hp and Brunvoll side thrusters of 200 hp (the same size of the previous boat's original main engine).

Her massive purse seine and trawl winch is a 40-ton Karmoy model and she has six refrigerated seawater tanks for keeping catches in top condition.

Wheelhouse equipment includes main and secondary sonar; accommodation includes a spacious messdeck and lounge, plus one, two and three-man cabins. Her skipper, Andrew Tait, has his own suite complete with lounge furniture!



◀ FERTILE & CHRIS ANDRA ▶

'Fear Not' -latest '80' from Argyll...

FEAR NOT, the 16th seiner-pair trawler built to Campbelltown Shipyard's successful '80' design, has been launched from the yard at Trench Point, Campbelltown, Argyll.

She was named by Mrs. Marlyn McKenzie, wife of Skipper John McKenzie of New Elgin. Registered at Burghhead, *Fear Not* will replace Skipper McKenzie's wooden vessel *Rosebloom*. Her main dimensions are: length overall, 79ft.11in.; a 3.95:1 reverse-reduction length between perpendiculars, 70ft.4in.; breadth moulded, 22ft.; depth mould-

The main engine also powers a 20 kW McClure 110 volt dc generator and a 3.6 kW Transmotor 24 volt dc generator.

Her auxiliary engine, a Gardner 6 LXB of 125 hp at 1,600 rpm, drives two similar generators together with a Dowty powerpack for the winch, pumps for the rope reels and power block and a Deam SA80 bilge pump. A second Deam SA80 bilge pump, electrically-driven, is also fitted.

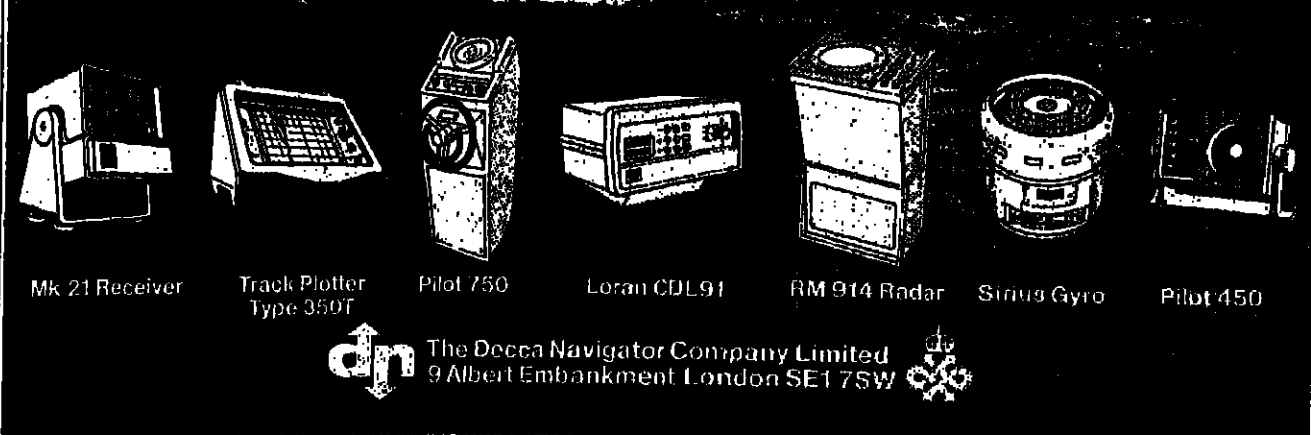
The main switchboard for the electrical circuits has been supplied by Watson Dundas. An aluminium gutting shelter is provided forward of the wheelhouse which is equipped with Decca Mk.21 Navigator with stand-by set, Decca plotter, Decca RM914 radar, Simrad EQ echo sounder, Simrad CI scope, Simrad RW watchkeeper, Audix talkback system, 'Sailor' T122/R105 SSB radio telephone, 'Sailor' 114 VHF set, Robertson AP6 autopilot, Ben Amphitrite speedlog and Kelvin Hughes overhead compass.

Equipment on deck includes a Sutherland combined seine-trawl winch, Losse Hydraulics rope reels and a 24in. Rapp RA/2800 power-block supplied by Fishing Hydraulics.

All the way with DECCA

KIMARA, a 79 ft trawler recently completed by the J & G Forbes yard for Charles Duthie of Fraserburgh. Her Decca fit includes Mk 21 Navigator, 350T Track Plotter, 450 Pilot, 914 and 050 radars, a range of Simrad fishfinders, RW watchkeeping receiver and Sailor SSB R/T.

International Fisheries Exhibition
Stand No. C2



Mk 21 Receiver Track Plotter Type 350T Pilot 750 Loran CDL91 RM 914 Radar Simrad Gyro Pilot 450

The Decca Navigator Company Limited
9 Albert Embankment London SE1 7SW

MARINAC FISHING SUPPLIES at THE ABERDEEN FISHERIES EXHIBITION 16-21st SEPT. 1976 STAND 'G'

We'll be pleased to discuss any of our many stock lines with you at the above stand.
Mr W. Scott will be in attendance.
Mr T. Cowell will be in attendance with pot and creel enquiries.
All other enquiries to:
MARINAC LTD.,
7 Scotland Street, Glasgow
G5 8NL
Tel. 041-429 5517

**MARINE AUCTIONS
LIMITED**
sale by private treaty
and/or auction.
Open 7 days a week. 800
pounds sold during 1975.
Hundreds of prospective
buyers call at the premises
weekly.
Write or phone 020 15 6868
Tullos Bridge, Christchurch,
Dorset.

September 10, 1976

FISHING NEWS



A good example of a modern wooden Scottish seine netter is captured here by the pen of Gloria Wilson. Built by Herd and Mackenzie, Copius is worked by Moray Firth skipper, William McKay. She is pictured while berthed at Peterhead.

September 10, 1976

FISHING NEWS

65

A MONTHLY FISHING NEWS FEATURE

Advertisement Rates:
£4.00 per single column inch
5% discount on 8 insertions
10% discount on 12 insertions

Orders for space to:
The Advertisement Manager,
FISHING NEWS,
110 FLEET STREET,
LONDON, E.C.4.
Tel. 01-353 8961

SABB

diesel

The Old Maltings, Chapel Lane,
Wickham Market, Suffolk
Tel. 0728/46587

PETERHEAD ICE CO. LTD.

MODEL JETTY, SEAGATE
PETERHEAD AB4 6JP

Manufacturers
of
TUBE ICE
to Ships
and Fish Merchants

24-HOUR SERVICE

Telephone Office 4084

Telephone House 4068



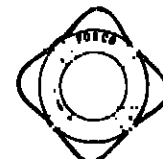
MACKAY BOAT BUILDERS
OLD SHOREHEAD
ARBROATH

Fishing Vessels
Trawlers, Salmers
Scallopers

Built to owners
requirements

Slipway repairs
Tel: ARBROATH 2879
Personal Supervision

LIFEBUOYS
LIFEJACKETS
DISTRESS SIGNALS
SHIPS' FENDERS

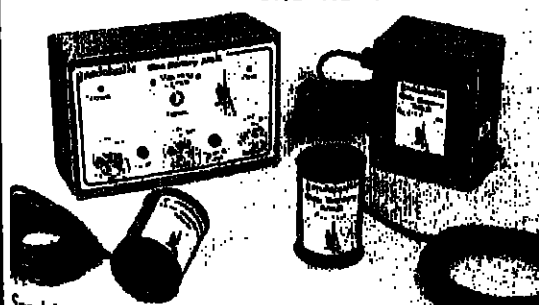


FOSBURY & CO. LTD.
BARKING, ESSEX
01-594 3135

Always on Watch... Gas Sentry Mk 2

Just switch on. The moment a sensor detects a leak of gas or dangerous vapour the Gas Sentry raises the alarm and shuts off gas supply at source. Designed to meet safety legislation for trawlers and that is a good reason for having one on your boat if there is gas aboard.

Order one now.



Send for details and list of agents to:-

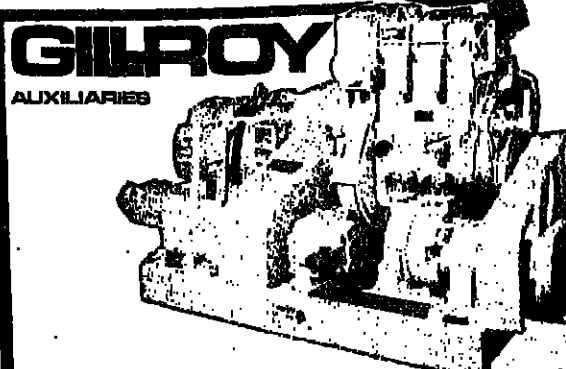
Gondolastic
GONDOLASTIC LIMITED,
Huntcoile Road, Kingsditch Estate,
Cheltenham GL51 8AX.
Tel: (0242) 27349/28401.

Meet us on STAND A40



M.F.V. SEDULOUS — built to Tynecraft design

**TYNEDRAFT DESIGN LTD
&
WILSON ROSS McDUGALL**
Cathedral Buildings, Dean St, Newcastle-upon-Tyne
Telephone: (0632) 610221



Comprehensive range of auxiliaries designed and built to suit individual requirements.
For further details write to:
Wilmar Engineering Services (Aberdeen) Ltd.
Craigshaw Road West Tullos Aberdeen

MITCHELL'S (Fraserburgh). LIMITED

SPECIALISTS IN ALL TYPES OF STEEL
AND ALUMINIUM SHIP REPAIRS.

CASINGS — WHALEBACKS — FUEL and
WATER TANKS — SHELTER DECKS.

19 Reclaimed Ground,
Fraserburgh.

Tel. No. 2021/2022. Telegrams: Repairs.

FIRE

A selection of FIRE EXTINGUISHERS
and engine room protection equipment

ANGLESEY AND NORTH WALES **FIRE PROTECTION**



ON GENERAL SERVICES STAND ABERDEEN EXHIBITION

ANGLESEY FIRE PROTECTION
Benllech, Anglesey Tel. 024 874 2213

SK 30/H

skipper
Aberdeen
INTERNATIONAL
FISHERIES
EXHIBITION
STAND 11

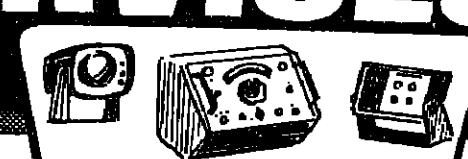
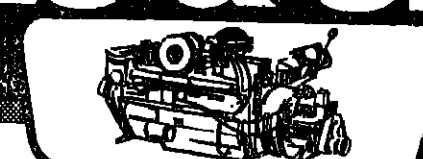
e-vejvad hansen
Holstebro afd 25 - 6700 Esbjerg - Denmark
Tel. DX 05/121018 - Telegram adr. Skipperchairs, Esbjerg

Congratulations to
Skipper T. Bain and the Crew
of m.f.v. BONAVENTURE LHII
on their record earning
£9,577 for 4 days fishing
with a

"STUART" 620 "SPEED" WING TRAWL

J. & W. STUART LTD, MUSSELBURGH, SCOTLAND
Branches at Fraserburgh, Buckie, Stonehaven, Lossiemouth

SUPPLIES & SERVICES



SIR THOMAS ROBINSON AND SON (GRIMSBY) LTD

SHIP REPAIR AND STEEL FABRICATION

24 hour marine services including all types of marine engine servicing, pipe work and plate work. Extensive machine shops, steel and wooden hull work of all types, plumbing and all electrical repairs. Technicians available for service of all marine electronics. Ships provisioning undertaken. Marine painting carried out. 200ft. capacity slipways available.

ROBINSON LANE,
DOCKS ESTATE,
GRIMSBY,
DN31 3BF.

TELEPHONE: OFFICE 0472-41491
OUT OF HOURS 0472-813313
OUT OF HOURS 0472-813129
TELEX: 527160

COCKENZIE SLIP & BOATYARD LIMITED

H. Macnamara (Managing)

Boat Builders and Engineers

2 Hauling-up Slips for Boats up to 54ft.
1 Hauling-up Slip for Boats up to 100ft.
3 COVERED BUILDING BERTHS
GLASS FIBRE, WOOD AND STEEL REPAIRS

WEST HARBOUR
COCKENZIE, EAST LOTHIAN

Telephone PORT SETON 0875 812150 : Home 812301

**HAY &
COMPANY**
(LERWICK) Ltd.
106A
COMMERCIAL
STREET
LERWICK

LLOYD'S AGENTS
MARINE AND GENERAL
INSURANCE AGENTS
BONDED STORES SUPPLIED
Telephones:
LERWICK 3087
(7 lines)
Telex 75295

**DAVID DOW
LTD.**
FISH SALESMAN
Newhaven
Edinburgh
EH10 4LW
Phone 031-552 4215

DAILY
CONSIGNMENTS OF
FRESH FISH AND FILLET
WELCOME

Also at
Middle Pier, GRANTON
For
Sprat and Herring Sales

TARBERT BOATYARD

TARBERT
LOCH Fyne
ARGYLLSHIRE
VOLVO SERVICE
ENGINE INSTALLATIONS
SLIPPING
REPAIRS IN WOOD
& G.R.P.
TEL TARBERT 418

DAVID GERRARD

Mid Shore
PITTENWEEM

WHOLESALE
FISH MERCHANT

HAULAGE
CONTRACTOR AND
SHIP CHANDLER

Office
PITTENWEEM 551
House
ST. MONANS 335

MACRAE DUTHIE & WALKER LTD.

Fish Salesmen and Vessel Managers

164 MARKET STREET
ABERDEEN AB9 2FG
Tel. 28988

BRIDGE STREET
PETERHEAD AB4 6DH
Tel. 2442 and 3987

TIMBACRAFT LIMITED

BOAT BUILDERS
DIESEL & ELECTRICAL
ENGINEERS
Directors:
Peter Boyle, Assoc. R.I.N.A. Mem.
Ian Boyle, Edin Boyle, Secretary

SLIPPING FACILITIES
To accommodate all Inshore
Fishing Craft

SHANDON
DUNBARTONSHIRE

TELEPHONES:
Yard GARELOCHHEAD 810361
Home P. Boyle, CLYDE 247
I. Boyle, CLYDE 298

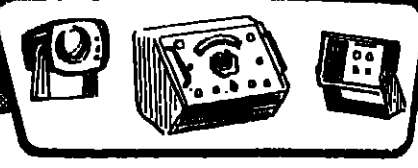
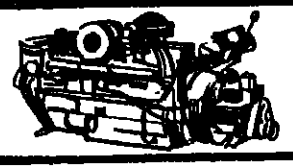
Established 1882
**WM.
JOHNSTON &
CO.
(NEWHAVEN)
LTD.**

Fish Salesmen
NEWHAVEN
EDINBURGH, EH6 4LU

PHONES:
Office — 031-882 5847/8
Grams:
JOHNSTON, NEWHAVEN

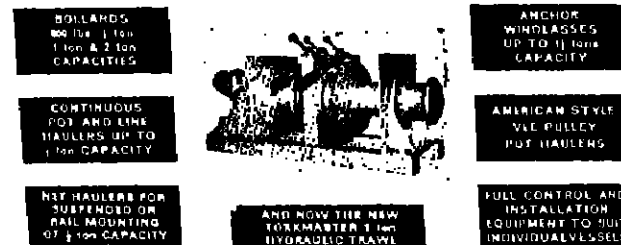
SUPPLIES & SERVICES

A MONTHLY
FISHING NEWS
FEATURE



Put real pulling power
where it belongs.

HYDRAULIC DECK MACHINERY FOR THE SMALLER VESSEL



PNP DUERR

EASTERN BOATWORKS
BURNHAM OUCHEN
FISHERY CMO RT
MALDEN (0474) 78278

MILLER
St. Monance

Fishing Boat
Builders

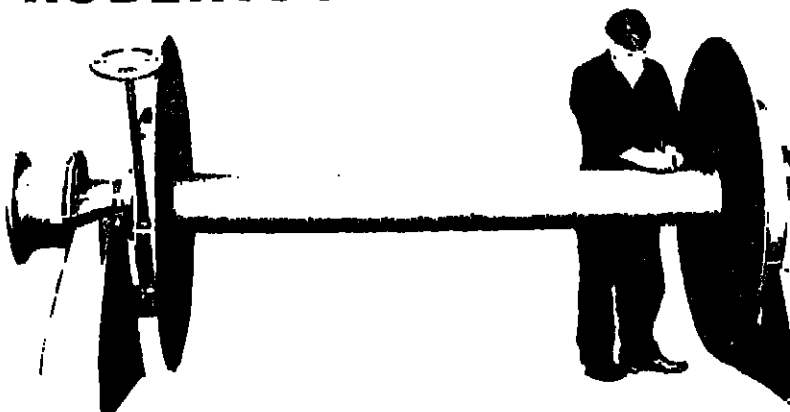
Send for Catalogue
No. 3, FB 87

Makers of 'Fifer'
Winches

Send for Catalogue
No. FBE 51188

JAS. N. MILLER & SONS Ltd
ST. MONANCE
FIFE, SCOTLAND

ROBERTSON NET DRUMS



Illustrated is a Robertson type 3PN5G net drum with a 5-ton pull and capacity of 3 cubic metres. Special features are the detachable twin whipping drums and heavy duty brake which give features useful to all fishing techniques. This is only one of Robertson's net drum and trawl winch range specifically prepared for all classes of trawlers.

JAMES ROBERTSON & SONS
(Fleetwood) LTD.
DOCK STREET, FLEETWOOD FY7 6JH
Telephone: 3414 Telex: 67231

VESSELS BUILT IN WOOD

G.R.P. AND STEEL
HULLS
FITTED OUT

Own slipway for
repairs up to 80'
W.F.A. Approved

Robsons Boat Builders Ltd.
Templetown South Shields (069-43) 5187

FLUORESCENT
DECKLIGHTS

12 VOLT 24 VOLT 110 VOLT D.C.



NAVIGATION LIGHTS - ALTERNATORS
WEATHERPROOF PLUGS AND SOCKETS
SCARBOROUGH IGNITION CO.
ROSCOE STREET, SCARBOROUGH
TELEPHONE 68321

FISHERIES ORGANIZATION SOCIETY

A THOUSAND
"TOP FISHERMEN"
ARE WITH US:
WHY NOT YOU TOO?

Get membership details now from:
ERNIE HAMLEY, GENERAL SECRETARY (01-644 4880)
558 LONDON ROAD, NORTH CREAM, SM2 9AA

*SMYE-RUMSBY

Comprehensive Marine Electronic Services to all
Vessels and the Marine Trades
SALES - INSTALLATION - 24-HOUR SERVICE
DOVER Servicing Kent Coast, Thames & Channel
123 Snargate St., Dover. Tel: 201187. Telex: 986425
NEWHAVEN Servicing E. Sussex Coast & Channel
c/o Cantel & Son, West Quay, Newhaven.
Tel: 7144/4118

*Smye-Rumsby Engineering Co. Ltd. in association with
Lands Marine Ltd.

WOOD & DAVIDSON Ltd.
(SHIP REPAIRERS)

Farmers Lane North Esplanade East
Peterhead 2161-2 Aberdeen 28005-6-7

OTHER SERVICES General engineering and fuel pump
repairing. Electrical work and armature winding. Blacksmith work.
General joinery and carpentry. Paint work and shotblasting.
Crane for hire. Diesel and gas engine engineering. General boat
fabrication. Dry-Dock facilities up to 180 ft. Slipway facilities up
to 80 ft.

Agents for Red Hand Marine Coatings
Contracts for the North Sea Oil Rig

ANGLIAN MUTUAL
UNDERWRITING ASSOCIATION LTD.

FULL MARINE INSURANCE COVER FOR THE OWNERS OF
ALL TYPES OF FISHING VESSELS
INCLUDING UNLIMITED THIRD PARTY LIABILITY
INSURANCE
(Oil Pollution limited to £12,000,000)

For details apply to the Manager at:
No. 1 LEADENHALL ST., LONDON, E.C.3 01-628 6210
Telex: Angliamut London E.C.3

BOAT BUILDING TIMBERS

• Butts of Oak, Laroh, Iroko, Mahogany and Oak
all sawn through and through to any thickness.
• Edge grain Oregon Pine, Decking in long lengths.
• Complete sets Oak frame bays, sawn to your pattern.
• Delivery to all parts Scotland, England and Ireland.
W. S. BARCHARD & SON LTD.
WEST DOCK STREET, HULL
Tel: 0482-25566 (12 lines)

IVER CHRISTENSENS
REPRESENTATIVES IN UK:

Scotland: Available through your local ship chandler or
fishermen.
England: Gilling, Travia,
Mr. Roy Gilling, Hill Rd., Lyme Regis, Dorset.
Telephone: 3620.

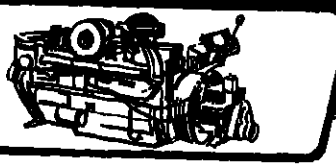
IVER CHRISTENSENS TRAWL
NET FACTORY LTD.
DK-9980 Skagen-Denmark
Tel: 08-441477

IN PAST 8 YEARS WATSON HAVE DESIGNED
MORE THAN 80 MFV'S IN WOOD, STEEL &
GRP FOR MANY SUCCESSFUL OWNERS.

SHALOMAR, NIMROD III, ASPIRE, TYLEANA, HOPECREST,
SUPREME, NAOMH, OILBHAER, IMMANUEL, AMETHYST
FRUITFUL HARVEST II, DERONA, ROVANTREE,
MARGARET BOJENS, OCEAN CHALLENGE, FRAGRANT
ROSE, COURIER, SAMUEL BAXTER, GOLDEN EMBLEM,
LILY OAK IV, RIVAL, GEORGE WETHERILL, SCORTON,
FRAGRANT CLOUD, EMILY FRANCIS, SIOBHANNA,
VENTUROUS, SUCCESS, DELIGHTFUL HARVEST GOLD,
MELDARNE, ENORICH II, LEANDER, ATHENA, DEFIANT,
AQUARIUS, ACHILLES, POSIDON, LODESTAR, ADMIRAL
VAN TROMP, LINDSFARNE, FRANCES BOJEN,
SPES NOVA ETC.

G.L. WATSON & CO. LTD.
FISHING BOAT DESIGNERS & CONSULTANTS
EBSKINE HARBOUR, EBSKINE, RENFREWSHIRE PA8 6AX
TELEPHONE: 031-812 9337

SUPPLIES & SERVICES



A MONTHLY
FISHING NEWS
FEATURE

ROLF OLSEN
(STORNOWAY) LTD.

Quick Freezing, Cold Storage, Ice,
Salt, Bait, Herring Fillets, Kippers,
White Fish, Fillets

Esplanade Road, Stornoway

TELEPHONE 3401 TELEX 75236
Manager: N. J. STEWART
Telephone BACK 255

MacRae Duthie &
Walker Ltd.

Fish salesmen and
vessel managers

164 MARKET STREET,
ABERDEEN, AB9 2FG
Tel. 28988

BRIDGE STREET,
PETERHEAD AB4 6DH
Tel. 2442 and 3987

Dave Bevan -
a top East Coast Fisherman
said - "since fitting this
equipment, I have cut my
net repair costs by HALF"



we don't have to fish
for compliments

trawlermen everywhere are talking about

HUMBER
warp tension meter

Pair trawling is increasing in popularity,
and the Humber Warp Tension Meter
System has proved ideal for use with this
particular fishing technique.
Balancing the towing power is all-
important - particularly with vessels of
different horsepower and lengths - and
it is here that the Warp Tension Meter
offers a tremendous advantage.



ELECTRONICS MARINE (HULL) LTD.
ST. ANDREWS DOCK, HULL. TEL 0482 25163



HENRY FLEETWOOD & SONS (MARINE) LTD

MARINE ENGINEERS
LOSSIEMOUTH, SCOTLAND
Telephone: Lossiemouth 3015

Supplied Sterngear and a
Gardner 6LX diesel as
auxiliary unit for Skipper
William Campbell's new
Ajax

Agents for:
GARDNER ENGINES & MILKES PUMPS

A. RAY BURN (Plymouth) Ltd.

(distributors sales & service)

MOTEURS BAUDOUIN
65-1500 horse power. New D.F. Vee Series

THORNYCROFT
Marine Diesels 20-164 hp

SMALLWOOD Hydraulic Deck Machinery

TELEFLEX MORSE Engine and
Steering Controls and Accessories

JABSCO Electrical & Mechanical Water Pumps

ENFIELD Z-Drives - PRM Gearboxes

For further details write or phone for illustrated publications

116 DEVONPORT ROAD, STOKE,
PLYMOUTH

Telephone: (Plymouth 54114/5 Telex 45487)

Specialists

in
28ft to 40ft
G.R.P. FISHING
VESSELS

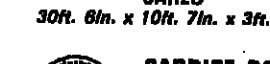
to W.F.A. requirements

"CARLO"
30R. 6in. x 10R. 7in. x 3R. 6in.

"COMPASS ROSE II"
30R. 10in. x 15R. x 4R. 4in.

CARDIFF BOAT
BUILDING CO.
LIMITED
Roath Basin,
Docks, Cardiff.

Telephone:
CARDIFF (0222) 20034
Established 1914



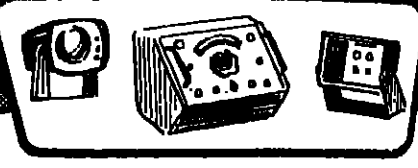
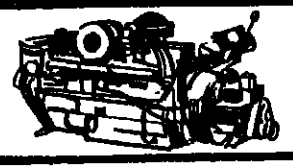
READ **fishing news international**
EVERY MONTH and keep abreast of world developments

FREE specimen copy from:
ARTHUR J. HEIGHWAY PUBLICATIONS LTD., 110 FLEET STREET, LONDON EC4A 3JL

Tel: 01-353 6901

SUPPLIES & SERVICES

A MONTHLY
FISHING NEWS
FEATURE



Put real pulling power
where it belongs.

HYDRAULIC DECK MACHINERY FOR THE SMALLER VESSEL



PNP DUERR

EASTERN BOATWORKS
BURNHAM ORECHOUK
FISHERY CMO 847
MALDEN (0844) 782726

MILLER
St. Monance

Fishing Boat
Builders

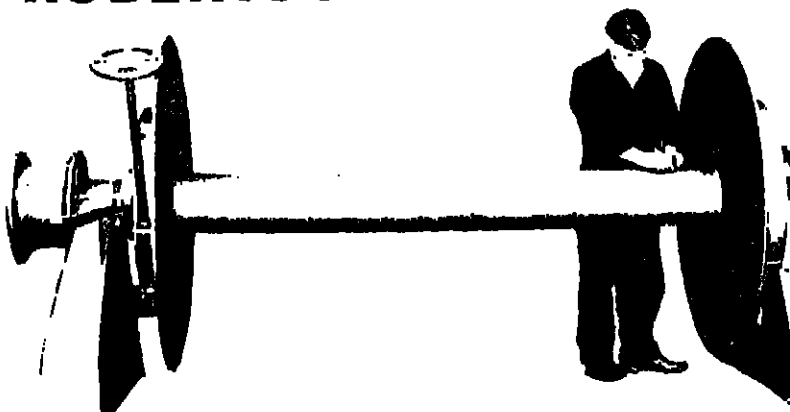
Send for Catalogue
No. 3, FB 87

Makers of 'Fifer'
Winches

Send for Catalogue
No. FBE 61188

JAS. N. MILLER & SONS Ltd
ST. MONANCE
FIFE, SCOTLAND

ROBERTSON NET DRUMS



Illustrated is a Robertson type 3PN5G net drum with a 5-ton pull and capacity of 3 cubic metres. Special features are the detachable twin whipping drums and heavy duty brake which give features useful to all fishing techniques. This is only one of Robertson's net drum and trawl winch range specifically prepared for all classes of trawlers.

JAMES ROBERTSON & SONS
(Fleetwood) LTD.
DOCK STREET, FLEETWOOD FY7 6JH
Telephone: 3414 Telex: 67231

VESSLS BUILT IN WOOD

G.R.P. AND STEEL
HULLS
FITTED OUT

Own slipway for
repairs up to 80'
W.F.A. Approved

Robsons Boat Builders Ltd.
Templetown South Shields (069-43) 5187

FLUORESCENT
DECKLIGHTS

12 VOLT 24 VOLT 110 VOLT D.C.



NAVIGATION LIGHTS - ALTERNATORS
WEATHERPROOF PLUGS AND SOCKETS
SCARBOROUGH IGNITION CO.
ROSCOE STREET, SCARBOROUGH
TELEPHONE 68321

FISHERIES ORGANIZATION SOCIETY

A THOUSAND
"TOP FISHERMEN"
ARE WITH US:
WHY NOT YOU TOO?

Get membership details now from:
ERNIE HAMLEY, GENERAL SECRETARY (01-644 4880)
558 LONDON ROAD, NORTH CREAM, SM2 9AA

*SMYE-RUMSBY

Comprehensive Marine Electronic Services to all
Vessels and the Marine Trades
SALES - INSTALLATION - 24-HOUR SERVICE
DOVER Servicing Kent Coast, Thames & Channel
123 Snargate St., Dover. Tel: 201187. Telex: 986425
NEWHAVEN Servicing E. Sussex Coast & Channel
c/o Cantel & Son, West Quay, Newhaven.
Tel: 7144/4118
*Smye-Rumsby Engineering Co. Ltd. in association with
Lands Marine Ltd.

WOOD & DAVIDSON Ltd.
(SHIP REPAIRERS)

Farmers Lane North Esplanade East
Peterhead 2161-2 Aberdeen 28005-6-7
OTHER SERVICES General engineering and fuel pump
installing. Electrical work and armature winding. Blacksmith work.
General joinery and carpentry. Paint work and shotblasting.
Crane for hire. Diesel and gas engine engineering. General boat
fabrication. Dry-Dock facilities up to 180 ft. Slipway facilities up
to 80 ft.

Agents for Red Hand Marine Coatings
Contracts for the North Sea Oil Rigs

ANGLIAN MUTUAL
UNDERWRITING ASSOCIATION LTD.

FULL MARINE INSURANCE COVER FOR THE OWNERS OF
ALL TYPES OF FISHING VESSELS
INCLUDING UNLIMITED THIRD PARTY LIABILITY
INSURANCE
(Oil Pollution limited to £12,000,000)

For details apply to the Manager at:
No. 1 LEADENHALL ST., LONDON, E.C.3 01-628 6210
Telex: Angliamut London E.C.3

BOAT BUILDING TIMBERS

• Butts of Oak, Laroh, Iroko, Mahogany and Oak
all sawn through and through to any thickness.
• Edge grain Oregon Pine, Decking in long lengths.
• Complete sets Oak frame bays, sawn to your pattern.
• Delivery to all parts Scotland, England and Ireland.
W. S. BARCHARD & SON LTD.
WEST DOCK STREET, HULL
Tel: 0482-25566 (10 lines)

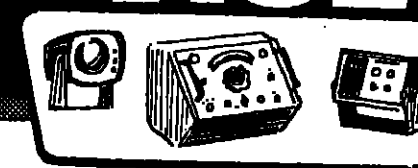
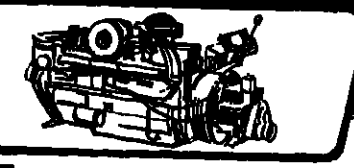
IVER CHRISTENSENS
REPRESENTATIVES IN UK:

Scotland: Available through your local ship chandler or
fishermen.
England: Gilling, Travia,
Mr. Roy Gilling, Hill Rd., Lyme Regis, Dorset.
Telephone: 3620.



IVER CHRISTENSENS TRAWL
NET FACTORY LTD.
DK-9980 Skagen-Denmark
Tel: 08-441477

SUPPLIES & SERVICES



A MONTHLY
FISHING NEWS
FEATURE

ROLF OLSEN
(STORNOWAY) LTD.

Quick Freezing, Cold Storage, Ice,
Salt, Bait, Herring Fillets, Kippers,
White Fish, Fillets

Esplanade Road, Stornoway

TELEPHONE 3401 TELEX 75236
Manager: N. J. STEWART
Telephone BACK 255

MacRae Duthie &
Walker Ltd.

Fish salesmen and
vessel managers

164 MARKET STREET,
ABERDEEN, AB9 2FG
Tel. 28988

BRIDGE STREET,
PETERHEAD AB4 6DH
Tel. 2442 and 3987

Dave Bevan -
a top East Coast Fisherman
said - "since fitting this
equipment, I have cut my
net repair costs by HALF"



we don't have to fish
for compliments

trawlermen everywhere are talking about

HUMBER
warp tension meter

Pair trawling is increasing in popularity,
and the Humber Warp Tension Meter
System has proved ideal for use with this
particular fishing technique.
Balancing the towing power is all-
important - particularly with vessels of
different horsepower and lengths - and
it is here that the Warp Tension Meter
offers a tremendous advantage.



ELECTRONICS MARINE (HULL) LTD.
ST. ANDREWS DOCK, HULL. TEL 0482 25163



HENRY FLEETWOOD & SONS (MARINE) LTD

MARINE ENGINEERS
LOSSIEMOUTH, SCOTLAND
Telephone: Lossiemouth 3015

Supplied Sterngear and a
Gardner 6LX diesel as
auxiliary unit for Skipper
William Campbell's new
Ajax

Agents for:
GARDNER ENGINES & OILS PUMPS

A. RAY BURN (Plymouth) Ltd.

(distributors sales & service)

MOTEURS BAUDOUIN
65-1500 horse power. New D.F. Vee Series

THORNYCROFT
Marine Diesels 20-164 hp

SMALLWOOD Hydraulic Deck Machinery

TELEFLEX MORSE Engine and
Steering Controls and Accessories

JABSCO Electrical & Mechanical Water Pumps

ENFIELD Z-Drives - PRM Gearboxes

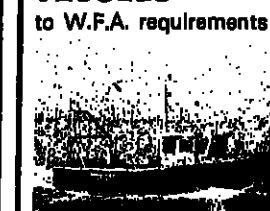
For further details write or phone for illustrated publications

116 DEVONPORT ROAD, STOKE,
PLYMOUTH

Telephone: (Plymouth 54114/5 Telex 45487)

Specialists

in
28ft to 40ft
G.R.P. FISHING
VESSELS
to W.F.A. requirements



"COMPASS ROSE II"
30ft. 10in. x 13ft. x 4ft. 4in.



"CARLO"
30ft. 6in. x 10ft. 7in. x 3ft. 6in.



CARDIFF BOAT
BUILDING CO.
LIMITED
Roath Basin,
Docks, Cardiff.
Telephone:
CARDIFF (0222) 20034
Established 1914

COD END PROTECTION

Neoprene/cotton cod and chaffers.
Strong, tear resistant, long life.
Clean and easy to handle. Now
used extensively for cod and
and chaffers protection on all sides
of trawlers. Your requirements
made up at competitive prices.
For information and immediate
delivery contact:
WESTCLIFF MARINE
4 Addington Street,
Remege, Kent
Tel. Thanet (0843) 55397

GEORGE B. BEE LTD.

Fish Salesmen, Licensed
Auctioneers
Agents for all classes of
fish and fish products
BEST PRICES ASSURED FOR
OVERLAND CONSIGNMENTS
FISH DOCKS - GRIMSBY
Telephone: Grimsby 350493
Grimsby 75115 & 75145

READ **fishing news international**
EVERY MONTH and keep abreast of world developments

FREE specimen copy from:

ARTHUR J. HEIGHWAY PUBLICATIONS LTD., 110 FLEET STREET, LONDON EC4A 3JL

Tel: 01-353 6901

IN PAST 8 YEARS WATSON HAVE DESIGNED
MORE THAN 80 MFV'S IN WOOD, STEEL &
GRP FOR MANY SUCCESSFUL OWNERS.

SHALOMAR, NIMROD III, ASPIRE, TYLEANA, HOPECREST,
SUPREME, NAOMH, OILBHAER, IMMANUEL, AMETHYST
FRUITFUL HARVEST II, DERONA, ROVANTREE,
MARGARET BOJENS, OCEAN CHALLENGE, FRAGRANT
ROSE, COURIER, SAMUEL BAXTER, GOLDEN EMBLEM,
LILY OAK IV, RIVAL, GEORGE WETHERILL, SCORTON,
FRAGRANT CLOUD, EMILY FRANCIS, SIOBHANNA,
VENTUROUS, SUCCESS, DELIGHTFUL HARVEST GOLD,
MELDARNIE, ENORICH II, LEANDER, ATHENA, DEFIANT,
AQUARIUS, ACHILLES, POSIDON, LODESTAR, ADMIRAL
VAN TROMP, LINDESFARNE, FRANCES BOJEN,
SPES NOVA ETC.

G.L. WATSON & CO. LTD.
FISHING BOAT DESIGNERS & CONSULTANTS
EBSKINE HARBOUR, EBSKINE, RENFREWSHIRE PA8 6AX
TELEPHONE: 031-812 9337

FISHING NEWS

September 10, 1978

Official and Classified
ADVERTISEMENTS

Tel: 01-353 6961

Telex: 21977

Symba

All classifications: 9p per word, minimum charge £1.50.
Six or more insertions at 8p per word, minimum charge £1.50.
Box number 50p extra. Photographs £2.50 extra.
Semi-display: £5.00 s.d. Six or more insertions at £4.50.
All ads under 7 insertions MUST BE PREPAID.
Telephone by noon MONDAY or write:
Classified Advt. Dept., Fishing News, 110 Fleet Street,
London EC4A 3JL.

SUCCESSFUL FISHERS
GOBLIA
AIRCO
SPECIALISED IN THE
REPAIR AND OVERHAUL
OF ALL TYPES OF
FISHING BOATS
AND EQUIPMENT
AIRCO FISHING BOATS LTD
100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

VESSELS FOR SALE



MPV "Alleen Clare" 46ft. x 14ft. x 5.5ft. built 1954. Mercedes OM1346 engine. 100hp. fitted with 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

CLAYTONIA OB34

Built 1980 by McDuff Engineering Co. 43 foot overall. BLK Gardner 110hp engine. Smallwood hydraulic out hauler installed 1978. Filtr. winch. Kelvin Hughes MS 30 Echo sounder. Woorless 60 watt Clippa radio. Furuno PPS 24 radar.

Offers to: George Walker & Sons, FR Ltd., Fishermans, Maffei, Telephone Maffei 2305.

44ft. Reg. 41ft. 3in. x 10ft. 6in. x 11ft. 3in. Transom sterned motor trawler. Believed built 1959. Easily worked by 2 men. Deca etc. boat engine and gear in very good order. Either for sale at £2,500 or part on hire for £100/136ft. work boat/trawler up to £4,000 or will sell a share to a responsible skipper to work from his own port or town. Cambrin Southern Enterprises Ltd., 32 Regent Road, Rhyll, North Wales. Telephone Rhyll 34783 Day, or 53286 evenings.

FOR SALE BY PRIVATE BARGAIN

(Subject to W.F.A. Approval)

M.B. "VOLENTE" PD 92

Built of wood by Forbes, Sandhaven in 1973 O.L. 71ft. D. 10.5ft. B. 21ft. Gross Tonnage 12.11.

Has an 18hp engine. 21hp motor. 2 Desm. Pumps 110V and 24V. 1000 watt generator. Smallwood hydraulic out hauler. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

M.B. "OCEAN STARLIGHT"

Built of wood by Nobles, Fraserburgh in 1964. Overall length 52 ft. breadth 18.3 ft. depth 6.2 ft. tonnage 22.37.

BLK Gardner engine, 110 hp with 31' reduction gear installed. New 1988. Dauntless Trawl Winch, new 1970. Data 101 radar. Marconi Nimbus 100 R.T. Marconi VHF. Kelvin Hughes sounder. All Ship's property.

Decca Navigator on Hire. Presently fishing from Maffei. Can be seen by Arrangement.

Apply to: Regency Oils Marine Place, Buckie, AB5 1UT. Telephone Buckie 084 31888.

FOR SALE QM 32 Launched 1974. Reason for sale owner going larger. Price £1,000 o.n.a. Box No. 32.

33 foot Lochin ghaibh, 1974. Reason for sale owner going larger. Price £1,000 o.n.a. Box No. 32.

33 foot Lochin ghaibh, 1974. Reason for sale owner going larger. Price £1,000 o.n.a. Box No. 32.

33 foot Lochin ghaibh, 1974. Reason for sale owner going larger. Price £1,000 o.n.a. Box No. 32.

33 foot Lochin ghaibh, 1974. Reason for sale owner going larger. Price £1,000 o.n.a. Box No. 32.

33 foot Lochin ghaibh, 1974. Reason for sale owner going larger. Price £1,000 o.n.a. Box No. 32.

33 foot Lochin ghaibh, 1974. Reason for sale owner going larger. Price £1,000 o.n.a. Box No. 32.

33 foot Lochin ghaibh, 1974. Reason for sale owner going larger. Price £1,000 o.n.a. Box No. 32.

33 foot Lochin ghaibh, 1974. Reason for sale owner going larger. Price £1,000 o.n.a. Box No. 32.

33 foot Lochin ghaibh, 1974. Reason for sale owner going larger. Price £1,000 o.n.a. Box No. 32.

33 foot Lochin ghaibh, 1974. Reason for sale owner going larger. Price £1,000 o.n.a. Box No. 32.

33 foot Lochin ghaibh, 1974. Reason for sale owner going larger. Price £1,000 o.n.a. Box No. 32.

33 foot Lochin ghaibh, 1974. Reason for sale owner going larger. Price £1,000 o.n.a. Box No. 32.

33 foot Lochin ghaibh, 1974. Reason for sale owner going larger. Price £1,000 o.n.a. Box No. 32.

33 foot Lochin ghaibh, 1974. Reason for sale owner going larger. Price £1,000 o.n.a. Box No. 32.

33 foot Lochin ghaibh, 1974. Reason for sale owner going larger. Price £1,000 o.n.a. Box No. 32.

JOHNSON, SONS & JAGO

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

VERSATILITY 30 x 11 Ford 4 cyl.

Powertronic. Offers radical steering. Service VHF. Paper sounder. Lateral. Trawl winch, deck wash, heavy duty stern gear. 3 set. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

30ft. x 10ft. x 3ft. 6in. registered motorboat. Brixton built 1969. 100hp. 1000 watt generator. 17' radar. MF. VHF. All ships property. Twin 24 volt generators and double bank batteries. 1000 watt generator. Hydraulic six drum winch. Two W.T. bulkheads. Large deck wheelhouse. In good condition throughout. Price £10,500 or serious offer. Telephone (0943) 55397 after Sunday September 12.

